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TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/10 13/16.

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Hong Kong's Only European Optician.
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No. 27,293 HONG KONG, WEDNESDAY, SEPTEMBER 25, 1929. PRICE \$3.00 Per Month.

CONSTABLE'S BRIBE

EXPERIENCE OF YOUTH FROM MANILA

JAIL WITHOUT OPTION

Chinese constable No. C244 was sentenced by Mr. A. W. U. H. Grantham, at the Central Magistracy, to four months' hard labour for receiving a bribe, and one month for the larceny of a fountain pen.

The case for the prosecution was that a Chinese youth who had recently returned from Manila was going on to the "Star" Ferry wharf to cross over to Kowloon when the accused stopped him and demanded to search a bag which he was carrying.

The youth complied. Accused pulled out a water pistol from the bag and told the youth that it was unlawful to possess it in Hong Kong. He suggested that the youth would be sent to jail if he were charged.

In the course of further search, accused found a packet containing one Manila peso and two 20 centavo pieces. He fingered the coins for a long time, apparently reluctant to return them, whereupon the youth suggested that he could keep the money for tea.

"\$5 to Settle"

After pocketing the money, accused told the youth that he wanted \$5 to "settle" the matter. The youth gave him a Hong Kong dollar note and said that that was all he could spare. Accused then wrote something in a book with a fountain pen and told the youth to pack up. Having returned all his property to the bag the youth went off to buy his ferry ticket. Then it occurred to him that the pen he had seen the accused writing with was his property and was in the bag.

The youth went back and asked the accused for the return of the pen, but the latter said that it would be given back when the youth had paid up the balance of the money.

Complaint to Sergeant Major

Returning to Kowloon the youth complained to his uncle, who sent a servant with him back to Hong Kong to look for accused. On finding that he had already gone off duty, the youth and his uncle's servant went to the searchers' office in the new Fire Station building where they complained to the Chinese Sergeant-Major in charge.

Next morning the youth attended an identification parade where he picked the accused out from a row of nine men.

The defence, which was conducted by Mr. F. C. E. Rendall, was that the youth became annoyed when the accused searched his bag and suggested that the youth had planted the money in an envelope on a shelf near where the accused was standing before going on the boat. Accused later found the money and took possession of it, intending to hand it into the office on the following day, but he was placed under arrest before he could do so.

The Magistrate disbelieved the accused and convicted him.

KIDNAPPING

INDIAN WOMAN AND CHINESE CHARGED

ANOTHER REMAND

Sophia Mohammed, (35) of 24, Balkeley-street, Luk Ng (43), of the same house, charged with kidnapping Wong Tai-hau, alias Wong Chan-shing, a 14 years old boy, who was taken by fraud from his mother, Chin Ma-yee, of 555, Canton-road, Kowloon, on September 19, and Chung Shan, a farmer of Lan Hang Village, Tai Po, who was charged with harbouring, made another appearance at the Kowloon Magistracy this morning before Mr. T. S. Whyte-Smith. The Magistrate informed the Indian woman that Mr. A. el Arculli had telephoned him to say that he was not appearing for the defence.

Defendant: I am innocent of this offence. Can I go out and get some witnesses?

His Worship: That is what you can't do. (To Serjt. Fitches): She can see them in prison, though!

Detective Sergeant Fitches: Yes, your Worship, I think she can.

The prosecuting sergeant applied for another 48 hours' remand in police custody, which was granted.

The Magistrate told the interpreter to make it clear to the woman that she had 48 hours in which she could write down a list of witnesses, and hand them to Serjt. Fitches, who would get them to come to the prison to see her.

WIDOW'S ESTATE

LEAVES LOCAL SHARES TO DAUGHTERS

SCOTTISH WINDFALL

Mrs. Jeannie Smith, a widow of Ericane, Moffat, Dumfriesshire, Scotland, who died on January 30, 1925, left \$17,600 in Hong Kong, consisting of local shares. Her property in the United Kingdom has been valued at \$4,049-7-6. She bequeathed her estate equally between her two daughters.

Ng Shi, alias Tong Ng Shi, a married woman, who died intestate on May 19, 1929, at No. 15, On Lam-street, Hong Kong, left \$14,900 in the Colony, consisting mainly of property. Letters of administration have been granted to her husband, Tong Che-fai.

Chu Pak (or Pat) yik, alias Chu Kwot-chun, who died at No. 24, Nam Cheong-street, Shamshuipo, Hong Kong, on June 17, 1929, left \$27,100, also consisting mainly of property. Under his will, his widowed mother, his eldest son, and his concubine, who live together at No. 27, Laitchikok-road, were appointed executors. He had eight sons, one of whom predeceased him.

EUROPEAN'S FATE IN CHINESE GAOL

UNJUST TRIAL

LANGUISHING IN CELL WITH THREE ASIATICS

EXTRALITY WORTHLESS

Kiukiang, Yesterday.

Mr. Andersen, an employee of the Chinese Maritime Customs, who was alleged to have taken bribes from opium smugglers, is undergoing a term of two years' imprisonment, and is sharing a cell with three Chinese prisoners at Kiukiang, on the Lower Yangtze River. He has been in prison for over two months.

Foreigners are indignant at the manner in which the trial was conducted, it being alleged that no evidence was produced, and also at the sentence which was inflicted.

The case is being represented as an example of what might happen to any foreigner if extralimity and Consular Court protection were removed.—British Naval Wireless.

A message of August 16 stated: It transpires that he is a Russian subject and, hence, has no extraterritorial privileges, so that none of the Consular Body can intervene on his behalf. His wife is at present supplying him with food.

It will be recalled that he discovered some opium aboard the British s.s. "Kungwo" but was compelled to withdraw. Then he and his staff were arrested by order of the local Opium Tax authorities.

He is accused either of taking bribes from the preventive corps employed by the Opium Tax Bureau, or he is accused by the Police of taking bribes from individuals or gangs of opium runners, but which is not altogether clear.

PERSISTENT!

A MATCHED PUT UP THREE TIMES

POSER FROM THE BENCH

Mr. W. E. Hollands, of the P.W.D., this morning charged a Chinese named Chau Kiu (43), described as a blacksmith, before Mr. E. W. Hamilton, with trespassing on Crown Land by building a match shed beside the No. 12 Bridge at Shauiwan East.

His Worship inquired from Mr. Hollands what was the difference between the accused putting up a match shed on Crown Land and the Government putting a lot of "muck" outside his window?

Mr. Hollands remarked that the match shed was not tidy.

Mr. Hamilton retorted that he had written in about the nuisance outside his house.

Mr. Hollands: I think it is there in connection with the building of the new hospital, your Worship.

Defendant admitted the charge, whereupon Mr. Hollands told the Magistrate that he had pulled the shed down three times, but the accused had insisted in putting it up again.

The Magistrate imposed a fine of \$5 or 10 days' jail and warned accused that if he came up again for a similar offence he would be fined \$25.

BANISHEE'S LAPSE

THEFT FROM AN EMPRESS LINER

BACK TO PRISON

"This man does not seem as bad as they usually are. I don't think I'll order him a flogging" remarked Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, when Ho Tai, a coolie, was charged with: (1) theft of three iron shackles, the property of the C.P.S. "Empress of France," and (2) with returning from banishment before the term was up. He was banished in April 1927, for a period of ten years.

Accused entered a plea of guilty on both charges.

Detective-Sergeant Kellet stated that the accused was found coming off the liner, and he had the iron shackles under his jacket. He had no business to be on ship at all, and must have gone on board with the intention to commit a larceny.

His Worship asked accused where he had come from and the answer was that he was "passing through" and he did not know on what ship he was going to be taken to Shanghai as his friend had arranged that!

Inquiring whether the accused was a stowaway, a representative of the C.P.S. replied that it was not very likely. The accused was not on the list of the crew, who all signed on in this port.

On the charge of larceny the accused was sentenced to four months' hard labour. On the charge of returning from banishment a sentence of eight months' imprisonment was passed, both terms to run consecutively.

Accused's record showed that he had served six weeks in 1924 for a break of the Opium Ordinance, and six weeks in 1927 for stealing.

Ministry of Health have received a report of the death of a Purley youth who contracted meningitis after visiting public swimming baths at Croydon.

FAIR WEATHER

To-day's weather report from the Royal Observatory states:

Pressure is highest over Japan and relatively low over the Philippines and the Pacific to the eastward.

A depression is situated over the lower Yangtze valley.

Forecast:—Light S. E. or variable winds; fair.

1929 rainfall . . . 63.08 inches

Average . . . 74.23 inches

Deficit . . . 11.15 inches

ARMS AGAIN

TWO MAUSER PISTOLS AND AMMUNITION

CASE THROWN OVERBOARD

To-day a woman named Tang Tai (59) made her appearance at the Kowloon Magistracy before Mr. T. S. Whyte-Smith on a charge of having in her possession on board her sampan in the Yumai Typhoon Shelter, two Mauser pistols (incomplete) and 320 rounds of ammunition without a permit.

Accused pleaded that she did not know that she had it on her boat.

Early Morning Raid

Detailing the events which resulted in the seizure, Det.-Sergt. D. Fitches stated that at 4 a.m., yesterday on information received together with a party of Chinese detectives went to search the sampan. It was very dark at the time. As they neared the sampan there were two women on board and both tried to get away. However, one of them succeeded. The rattan case in which the ammunition was hidden was thrown overboard by one of the women. The case was soon hooked up.

Wished to Die

The accused threw herself overboard into the water, saying that she wished to die!

Det.-Sergt. Fitches added that the pistols were samples only and must have come from a consignment from Canton, where they are sold at about \$200 each, but they did not have a market in Hong Kong.

The licensee of the sampan was not the accused, the prosecuting officer continued, but when he asked her for her husband's name she only told half of it.

\$1,000 Fine

The Magistrate said that he would impose one of \$1,000 with the option of one year's imprisonment with hard labour, but this would probably be paid by her husband.

He further pointed out that the optional fine to a year's jail was \$3,000 but he did not see any use in fining the woman such a large sum. He pointed out his willingness to lower the fine (\$1,000) but not the sentence.

In regard to the sampan, His Worship enquired that the accused would make arrangements for the upkeep of it.

The arms were ordered to be confiscated.

GREATEST SECURITY IS PEACE

DELEGATE'S DENIAL

VISCOUNT CECIL REFUTES ALLEGATIONS

UNJUST SUGGESTIONS

London, Yesterday.

Viscount Cecil expressed astonishment at the League of Nations at Geneva to-day at the suggestion that he was trying to diminish security. He said, "I am amazed that any member of this Assembly should think such a thing. I should be the first to oppose such a course. I have only one thing in mind, and that is peace. Peace is the greatest security. You can get peace only by a reduction of armaments, without limitation of war material." He announced that Great Britain intended to ratify the Convention on private manufacture of arms and munitions. No country, he said, was anxious to pledge itself until it saw that other countries would do the same. It was possible, therefore, that Great Britain might ratify the Convention with a reservation regarding the signatures of other countries. On the question of disarmament, Viscount Cecil said that he realised that the Assembly for the time being, could do nothing directly in these matters. It had appointed a Preparatory Commission, and it was for that Commission to take positive steps and to draft a convention. Critics of this resolution had attributed varying motives to it. Some thought it was designed to postpone the work of disarmament, and others that it was intended to obstruct. Both suggestions were unjust and unfounded. He simply sought to emphasise certain general principles which he believed to be of vast importance. Viscount Cecil repeated that his resolution sought the application of the same principles of reduction and limitation of period and material, limitation of strength of forces either by numbers or by period of training or both and limitation of material. — British Wireless Service.

Trained Reserves

Geneva, Yesterday.

At to-day's meeting of the Assembly Viscount Cecil, speaking upon the Third Committee's compromise resolution on the work of the Preparatory Disarmament Commission, announced that the British Government would sign the convention dealing with the traffic in arms, ammunition, and instruments of war. (Loud applause.)

Viscount Cecil mentioned that thirteen States had signed the Optional Clause, and he hoped that other countries would follow the example of Britain and ratify the Traffic in Arms Convention.

He denied that he wanted to raise controversy about trained reserves. His object was the reduction of numbers. He would be the last to diminish the security of any country, but the only way to assure security was peace and there would be no peace unless there was a reduction and limitation of armaments and a reduction of war material. (Cheers.) He submitted the resolution confidently to the peoples of the world. (Loud and prolonged applause.)

Viscount Cecil added that it would be useless for one producing country to sign and ratify the Convention unless others did the same. Therefore the proviso might be made that the ratification could only be effective when certain other countries had ratified.

The Assembly adopted the Third Committee's report and the Disarmament resolution.—Reuter.

MR. FAN KI-MO

REPORTED TO HAVE RESIGNED FINANCE POST

BURDENS OF THE PEOPLE

Canton, Yesterday.

Mr. Fan Ki-mo, the Commissioner of Finance, who left Hong Kong for Canton on September 21, in a Press interview, is reported to have stated that he had tendered his resignation as a Special Officer of the Ministry of Finance, which was duly accepted, and that the amount of bonds allotted to Kwangtung for the purpose of defraying the expenditure in connection with the disarmament and re-organisation of troops has not been definitely decided; but he thought that as the object of these bonds is to reduce military expenditure of the country and incidentally the burdens of the people, Kwangtung cannot shirk its responsibilities. Mr. Fan declared that the Central Government has fully determined to suppress gambling by the beginning of next year and opium smoking thereafter. When asked in regard to the First, Second and Third Kwangtung Bonds and Treasury Bonds, the Commissioner replied that these would be redeemed at the earliest possible date. He remarked that the confidence of the people in the financial stability of the Central Government was exemplified by the circulation of the Central Bank notes at par in the North. This sign of renewed confidence of the public has helped to strengthen the money market and is especially helpful to the Central Government in its schemes for financial re-adjustments, which are not progressing most satisfactorily. — Canton News Agency.

THE KUOMINTANG

CHAN CHAI-TUNG PRAISES ITS ACTIVITIES

FALSE RUMOURS

Canton, Yesterday.

At the weekly memorial service held yesterday at the Government Office, Commander-in-Chief Chan Chai-tung delivered an address in the course of which he said that the military leaders in the country are conscientiously carrying out the disarmament and re-organisation of the troops under their jurisdiction, with the object to lessen the burdens of the people, and the Central Government had sent military inspectors to see that the scheme is fulfilled by the provinces. In respect to Kwangtung, the inspection of troops began to-day.

As to foreign diplomatic affairs, the Central Government, the Marshal said, was negotiating with Persia, Czechoslovakia and other countries for new commercial treaties, which fact indicated that foreign countries were not influenced by the rumours disseminated by the radicals, Leftists and Communists. These parties were endeavouring to overthrow the Kuomintang Party but with fruitless result. Only recently, they spread the rumour that General An Yangku, the Chief of the Bureau of Public Safety, was under detention, which rumour was absolutely false.

Disarmament Bonds

Mr. Fan Ki-mo, the Commissioner of Finance, was also asked to speak of his visit to the North, and said that as to the allotment of Disarmament Bonds to Kwangtung, both he and Chairman Chan Ming-shu while in Nanking did not agree to any fixed amount, for the reason that the previous Kwangtung First, Second and Third Bonds Issues, although now due for redemption, are still outstanding. But as the disarmament scheme was for the benefit of the whole country, Kwangtung must shoulder its responsibilities more or less.

Concerning the First, Second and Third Bond Issues, amounting to \$24,800,000, the Ministry of Finance had promised, according to Mr. Fan, to liquidate this debt. A special officer would be sent down to Canton to attend to this matter.

Gambling suppression, Mr. Fan announced, would go into effect by the beginning of next year (1930), provided no hindrance should prevail. In respect to opium prohibition, this was a national question and must be dealt with by the Ministry of Finance.—Canton News Agency.

IRONSIDES MARCH ON CANTON

THROUGH HUNAN

GENERAL LIU CHIH ORDERED TO ABROGATE HIS ADVANCE

CHRISTIAN GENERAL'S MOVE

General Chang Fa-kuei, the Commander, and the 4th Division of the National Army (better known as the Ironsides), who have revolted against the National Government, are reported to be manoeuvring in a southerly direction through Hunan, the objective of this move apparently, being to march on Kwangtung.

General Liu Chih, who formerly commanded the 1st Army, and who is one of Marshal Chiang Kai-shek's most trusted supporters in Hankow, has, together with other Generals, been ordered to take the field against him and cut off his advance.

The revolting troops are now a safe distance from Itu and the river, and consequently no further interference with shipping has occurred.

The report contains the rumour that Marshal Fung Yu-shiang (the "Christian General"), who is believed to have his headquarters to the north of Hupeh, is in league with Chang Fa-kuei.—British Naval Wireless.

HATRY SENSATION

BIG BANKS CENTER IN LONDON

MUNICIPALITIES AFFECTED

London, Yesterday.

Conferences of the big banks are being held in London to-day to decide the question of asking the City whether the Banks, contrary to practice, shall divulge the names of the clients dealing with the Hatry shares in the Stock Exchange Committee.

The Town Clerk, Alderman Wakefield, the Mayor, and other officials from Gloucester have been in London in connection with the transactions of these Municipalities with one of the Hatry concerns, while the Finance Committee of Swindon Corporation specially met to-day to discuss the Town's investments in connection with the Hatry crash, and the Town Clerk of Newcastle on Tyne stated that £66,984, belonging to the Municipality, was in the hands of the Corporation and General Securities Limited.—Reuter.

Loss Not Widespread

London, To-day.

Interest in the Hatry affair is beginning to move to the whereabouts of the Italian, Giovanni Gialdini, one of the principals of several of the Hatry companies, who is alleged to have left London a week ago for Italy.

The "Financial Times" states that the liabilities of the Hatry group are not likely to exceed \$20,000,000 and that the loss will not be very widespread, or involve to a very large extent the investing public. Thus, any extensive repercussions throughout the City and the provinces may, happily, not be anticipated.—Reuter.

RUBBER INDUSTRY

AMERICAN MANUFACTURERS HAMPERED

RESEARCH NEEDED

London, Yesterday.

Mr. Edgar B. Davis, speaking at a luncheon in London in honour of Mr. Seibering, President of the Rubber Manufacturers' Association of America, said that the rapidly expanding American rubber manufacturing industry was hampered because it did not possess plantations. The consumption of rubber could be measured by millions of tons if a powerful manufacturing company were able to devote millions of dollars to research, combined with the plantation industry. He added that the time had come for international co-operation.—Reuter.

NEW MINISTRY

POLISH DICTATOR'S FALL FROM POWER

DR. TUBELIS AS PREMIER

KOVNO, Yesterday.

The formation of a new Ministry, with Doctor Tubelis as Premier and Foreign Minister, marks the fall from power of the Dictator, Professor Valdemaras.

An improvement in Polish-Lithuanian relations is anticipated.—Reuter.

ACCOUNT NOT KEPT

DEFENDANT'S ADMISSION IN COURT

JUDGMENT AGAINST HIM

That he did not keep an account of goods which he had ordered was stated by a defendant in the Supreme Court. (Summary Jurisdiction) this morning. Judgment was given against him and a firm of which he is managing partner.

Plaintiffs, for whom Mr. A. el Arculli appeared, were the Man Hing Loong, tile and brick dealers, No. 9, Waterloo-road Mongkok. They claimed \$857.36, balance for goods sold and delivered, from the Hung Lee Cheong timber yard and Yuen Kai-cheung, managing partner therein, of Kowloon Inland Lot No. 1606, Shanghai-street, Mongkok.

Defendants did not have legal assistance. The firm denied the claim. Second defendant, the managing partner, said that he had ordered the goods himself but not for his firm. He also admitted that he was a partner.

Chan Yat-yue, manager of the plaintiff firm, gave evidence that the order forms for the goods, of which he produced a large bundle, were chopped by the defendant firm and signed by the second defendant.

"Ordered for Another"

In cross-examination, second defendant alleged that \$300 was paid on May 19, 1928. This the witness denied.

On the witness box, second defendant said that he did not know how much he owed; he did not keep an account because he ordered the goods for another firm, the Tung Yick Co. After the Puisse Judge (Mr. Justice Wood) had given judgment against him, in the claim and costs, second defendant asked: "What about the \$300 I paid? Will that be deducted?"

Prior to this, he had argued that his firm, the Hung Lee Cheong timber yard, had not applied its principal chop to the order forms issued on plaintiffs, and that his firm had no use of the goods but the Tung Yick Co. had.

Kwong Tit-chor, who appeared to represent the defendant firm (presumably because the managing partner appeared himself) took no part in the case.

His Lordship held that the goods were ordered by the defendant firm, and gave judgment against the firm and the managing partner.

Claim Paid

Mr. Arculli, appearing for Messrs. d'Almada and Mason, was in an earlier case this morning. He was for the defendants, the Kam Wah Hop Koe firm, No. 2, Graham-street, Mr. J. M. d'Almada Remedios was for plaintiffs, the Yue On Loong traders, No. 88, Wing Lok-street, ground-floor.

The claim was for \$225.79, balance for goods sold and delivered.

Mr. Remedios informed his Lordship that the claim had been paid and asked his Lordship to record that Mr. Arculli had consented, on behalf of defendants, to pay \$25 agreed costs to plaintiffs.

AMERICAN VISIT

PREMIER AND ISHREL TO STAY AT WHITE HOUSE

NO NAVAL OFFICIALS

Washington, Yesterday.

It is officially stated that Mr. and Miss MacDonald will be the guests of President and Mrs. Hoover at White House from Saturday to Tuesday.—Reuter's American Service.

The Premier's Suite

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NOTICES.

NOTICE.

MRS. J. O. MATTOS

I HEREBY GIVE NOTICE that I am not responsible for any debts incurred by my wife CHRISTALINA DE OLIVEIRA MATTOS as from the 12th day of August, 1929.

JOSE DE OLIVEIRA MATTOS.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SIXTH EXTRA RACE MEETING to be held on MONDAY, 14th October, 1929 (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.
Entries CLOSE at 12 o'clock Noon on MONDAY, 30th September, 1929.

Hong Kong, 17th Sept., 1929.

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Stockli, Peninsular, from Singapore.
Thomson, Peninsular, from Singapore.

S. LACK,
Superintendent.
Hong Kong, 19th Sept., 1929.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.
OF DENMARK

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Hike, from Shanghai.
Buckwheat, from Kobe.
Ramsay, from Yokohama.

E. V. JESSEN,
Superintendent.
Hong Kong, 19th Sept., 1929.

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Yeric	1725
Peak Hotel	1505
Tai Koo Sanatorium	1000
Mt. Davis	877
Bowen Road (Altitude)	297
Mainland	Feet.
Tai Mo Shan	3124
Kowloon Peak	1871

TO-DAY'S RADIO

BROADCAST BY
Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.
5.30-6.30 p.m.—Programme of Chinese Music.
7.48 p.m.—Evening weather report.

8 p.m.—Evening Programme (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.).

"Semiramide" (Rossini), Overture, The B.C. Wireless Symphony Orchestra.
"Sonata in F Major, 'The Spring'" (Beethoven).
Arthur Catterall—Violin
(1) Allegro,
William Murdoch—Piano
(2) Adagio.

"The Bandolero" (Stuart).
"The Yeoman's Wedding Song".
Baritone... Louis Graveaux.
"Villanelle" (Finelli).
"Serenade Espagnole".
Violoncello Solo... Felix Salmon.

"My Dreams".
"O Vision Enchanting", Tenor,
Tom Burke.
"Prelude in A Flat" (Chopin).
Piano Solo... Percy Grainger.

"Der Rosenkavalier" (R. Strauss).
Waltz... Eduard Moerike & The Orch.
"I Hear a Thrush at Eve".
"A Dream", Tenor... William Martin.

"The Bat" (J. Strauss), Selection,
Johann Strauss & Symphony Orchestra.
"Come Unto These Yellow Sands".
"Red, Red Rose", Soprano,
Dora Labbette.

"Norwegian Dance in D minor" (Grieg).
George Schmevoigt & The London Symphony Orchestra.
"The Garden of Sleep".
"All Souls Day", Tenor,
Hubert Eisdell.

"Mignon—Duet From Act 1" (Massenet).
Duet... McCormick & George Thill.
"Morning, Noon and Night in Vienna" (Suppe)... Columbia Symphony Orchestra.

"Don't Marry Monday".
"Two Old Tramps", Baritone,
Raymond Newell.
"O Mistress Mine".
"Blow, Blow, Thou Winter Wind".
Tenor... Frank Mullings.

"Off to Philadelphia".
"A West Country Courting", Bass,
Norman Allen.
"Now Forever Farewell" (Verdi).
"Death of Othello" (Verdi).
Tenor... Araldo Lindi.

"Aida" (Verdi), Grand March,
Milan Symphony Orchestra.
10.30 p.m.—Close Down.

"The Garden of Sleep".
"All Souls Day", Tenor,
Hubert Eisdell.

"Mignon—Duet From Act 1" (Massenet).
Duet... McCormick & George Thill.

"Morning, Noon and Night in Vienna" (Suppe)... Columbia Symphony Orchestra.

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"Death of Othello" (Verdi).
Tenor... Araldo Lindi.

"Aida" (Verdi), Grand March,
Milan Symphony Orchestra.
10.30 p.m.—Close Down.

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FURTHER DONATIONS ACKNOWLEDGED

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Total	\$1,798.20

STANDARD TIME.

SUNRISE AND SUNSET IN COLONY

Sunrise and Sunset in Hong Kong for Sept. (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

	Sunrise	Sunset
September	a.m.	p.m.
26	6.13	6.16
27	6.14	6.15
28	6.14	6.14
29	6.14	6.12
30	6.14	6.13

A WEEK'S DISEASE

During the week ended September 21 the following cases of notifiable disease were reported:

Cases	Deaths
Small-pox	1
Enteric fever	3

On Monday one case of small-pox and one of enteric fever were notified.

All the cases were Chinese. Yesterday one case of diphtheria (Chinese) and two cases of enteric fever (British) were notified.

Lecturing at the summer course in music teaching at Oxford on community and church singing, Mr. Hubert Middleton, choirmaster at Ely Cathedral, complained that people only wanted about half a dozen hymns for the whole of their church music.

Attention is called in the annual report of the Chief Registrar of Friendly Societies to the discovery by the Post Office of an apparently poor man who, after his death, was found to be possessed of securities and deposits in ten names to the value of between \$10,000 and \$11,000.

DASH FOR LIBERTY

PROFESSOR ESCAPES FROM
LONELY ISLAND

GUARDS OUTWITTED

Professor Carlo Roselli, who, with the two anti-Fascists, Signor Emilio Lussu and Signor Francesco Nitti, nephew of the former Italian Premier, escaped from Lipari Island, off the north coast of Sicily, and reached Paris, has now told the story of the flight.

The escape was planned eighteen months ago and was carried out dramatically. Every movement of the prisoners was watched. There was a guard of 400 men to watch 500 prisoners. The exiles managed to gain the confidence of the policemen by leading regular lives, and they were consequently allowed a little latitude.

The escape was planned for the night of July 27.

The men were supposed to be in their quarters at nine o'clock and a guard arrived to inspect the quarters between 9.30 p.m. and 10.30 p.m.

At the hour fixed three men set out disguised as natives of Lipari. A guard appeared, but Professor Roselli concealed himself in a narrow street, while Signor Lussu, who found himself face to face with a policeman, escaped detection by blowing his nose furiously.

The fugitives were protected by the darkness when they reached the beach. Wearing all their clothes they immediately entered the water and swam half a mile to a deserted spot on the coast, where a small boat, which had been brought there by two foreign friends, awaited them. The sea was calm, and, after sailing for a day and a night, they reached the Tunisian coast, and thence came to Paris.

RHEUMATISM AS A NATIONAL DISEASE

For a long time now the incidence of tuberculosis, venereal disease and the diseases of childhood has been accurately surveyed and systematic measures have been adopted to stamp them out. It is only in comparatively recent years that the dangers of rheumatism have been realised. The name covers a whole group of diseases of which the cause and means of transmission are very obscure. They mostly attack the limbs, and are marked by pain, disturbance of function and, in many cases, by pronounced inflammatory symptoms. The chief causes are external, such as cold, damp, draughts and infections, but overstrain and some predisposing factor in the constitution are also to be reckoned with. In many of these diseases the chief part is played by infection, as in acute inflammation of the joints, which is especially common in young persons and endangers the heart. Eighty to ninety per cent. of all heart defects can be traced to acute joint rheumatism. Rheumatoid symptoms also appear in certain well-defined diseases like influenza, scarlatina, dysentery and inflammation of the throat. Very often the chief cause lies in a disturbance of the functions of the ductless glands, as in the changes which occur in the female sex glands at puberty and the menopause. Muscle and nerve ailments are less harmful, but throw a great burden on sickness benefit funds and insurance societies by their enormous incidence and their tendency to relapse. They are most often due to constitutional defects, metabolic disorders, chills and infections.

The statistics are very significant. The approved societies of Great Britain pay out to rheumatic patients about £2,000,000 a year, and it has been calculated that the working time lost from rheumatism to British industry every year amounts to 3,000,000 weeks! These huge figures are illuminating reminders of the urgent need for an immediate and energetic campaign against the national disease of rheumatism.

Naturally, the first step is to remove the cause, and this means the provision of dry dwellings, fresh air and light, as well as precautions against cold. Treatment, to be successful, must be strictly individual and not formal or mechanical. Some patients will benefit most from a general internal treatment, for which the best drug is "aspirin," universally known for its value in rheumatic complaints. Others, especially those in whom only one part of the body is affected, do best on external treatment, such asunction with a reliable preparation containing salicylic acid, for instance "aspirin." Many patients, again, benefit most rapidly from simultaneous treatment with both these preparations.

Attention is called in the annual report of the Chief Registrar of Friendly Societies to the discovery by the Post Office of an apparently poor man who, after his death, was found to be possessed of securities and deposits in ten names to the value of between \$10,000 and \$11,000.

PAPER FINED

THE "PIONEER" AND THE
GOVERNMENT OF INDIA

Rs.22,000 DAMAGES

According to a recent Calcutta message, Mr. Justice Buckland awarded Rs.22,000 damages in favour of the East Indian Railway against the Pioneer and Civil and Military Gazette, Ltd., for reproducing in the "Pioneer" the letter regarding the Belur railway accident of July last year from which the libel action against the now defunct "Forward" arose, resulting in Rs.150,000 damages being awarded against the latter paper. A report in the "Statesman" shows that the award against the Pioneer and Civil and Military Gazette, Ltd., was the result of a settlement of the case, in which the Secretary of State for India in Council was the plaintiff on behalf of the East Indian Railway (a Government line) and the actual amount decreed was Rs.20,000. The original claim, we believe, was for Rs.200,000 damages.

The Standing Counsel (Mr. Ameer Ali), appearing for the plaintiff before Mr. Justice Buckland, said that there would be a decree in favour of the plaintiff for Rs. 20,000 and that the defendants had undertaken to publish an apology in terms contained in the terms of settlement.

Mr. D. C. Stewart Smith (for Mr. T. Chatterjee) appeared for the defendants and agreed to the terms. The terms of the apology to be published were not disclosed.

Alleged Contempt of Court

Before Mr. Justice Young, in Allahabad High Court on August 26, Mr. Langford James, Crown Counsel in the Meerut conspiracy case, made an application for contempt of court against the "Pioneer" newspaper in respect of a leading article entitled "Inspector Dervinsky" on August 9, another leading article on "Labour and Indian Industries," dated August 19, and current comment on August 5, alleged to be comments on the Meerut case now proceeding before Mr. Milner-White in Meerut.

His lordship granted a rule nisi requiring Mr. F. W. Wilson, editor of the "Pioneer," to show cause on Wednesday, August 28, why he should not be punished with imprisonment or fine, or both, for contempt of court in circumstances set forth in the petition of Mr. R. A. Horton, D.I.G., complainant in the Meerut case.

Surprising figures, revealing huge profits in the retail meat trade, are contained in the Food Council's report, which states that the financial position of retail butchers had not only improved since before the war, but had improved out of proportion with the increase in the general cost of living.

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ROMANCE OF JAPAN

Vice-Admiral Viscount Ogasawara had a pious mother, who was a great believer in the Kannon. When the viscount, then a young officer on board the "Takachiho," started for the front during the Sino-Japanese war, states the "Japan Times," his mother gave him an image of the Kannon, which had been kept as a family treasure for generations, saying:—"You take this holy image of the Kannon and offer tea to her at times."

Though he was not a religious man himself, the young officer, true to his mother's injunction, enshrined the holy image in his own cabin, not so much on account of his devotion as because through his sense of filial responsibility he wanted to set his aged mother at ease. Every now and then, however, when he opened the small shrine of the Kannon, he was happy, feeling as if his mother were with him on board, for the image seemed always to cheer him up. He could not help bowing before the image because it always reminded him of his mother.

One night, early in September, 1894, the viscount saw a great naval operation in a dream. In the battle he was hit on the right arm and he was awakened from the dream. On the following morning the young officer wrote a letter to his mother giving a description of the naval battle he saw in the dream, though he made no mention of the cannon ball which hit him on the right arm.

A Dream Comes True
A little over ten days later the battle of the Yellow Sea took place. Strange to tell, the position of the fleet was exactly the same as he had seen in his dream.

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It was a sanguinary battle and his ship, which received a few balls, was a scene of veritable carnage after the battle. A cannon ball visited his own cabin, destroying anything and everything in it. One of his overcoats, which was hanging on a rack, had 13 holes. But the shrine of the Kannon stood as it had been. He opened the door with a kind of reverence and what was his surprise to see that the Kannon had lost a few of her right arms (for it was called the Senju-Kannon or Thousand-Armed Kannon).

Whether this was a coincidence or a miracle, Viscount Ogasawara, who recollected his dream, was seized with gratefulness. He clasped his hands together to worship the image out of pure reverence for the first time in life and "O mother," escaped his lips unconsciously.

"You may call me superstitious," says Viscount Ogasawara, "or you may consider this a mere coincidence. But this was what I actually experienced. When on returning home after the battle, I told the story to my mother, she shed tears of gratitude, and one drop of her tears was enough for me."

The image of the Kannon, which saved the life of Viscount Ogasawara, is to be enshrined in a shrine which is now being built at Ofuna, Kamakura.

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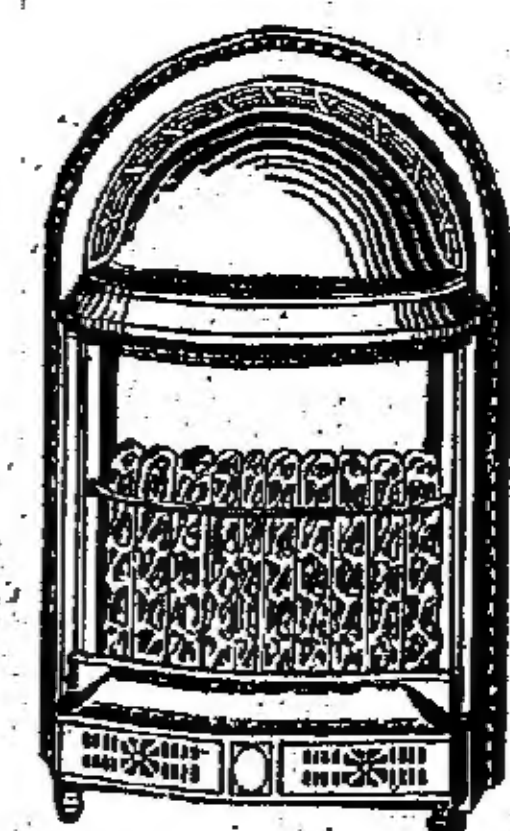
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HARUNA MARU (Callis Hull)	Saturday	5th October.
KAMO MARU	Saturday	19th October.
SYDNEY & MELBOURNE via Manila & Ports.		
AKI MARU	Wednesday	23rd October.
KAGA MARU	Wednesday	20th November.
BOMBAY via Singapore, Penang, & Colombo.		
TOTTORI MARU	Saturday	28th September.
AWA MARU	Friday	11th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.		
GINYO MARU	Tuesday	29th October.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
HAKATA MARU	Monday	21st October.
NEW YORK, BOSTON via Panama.		
TOBA MARU	Tuesday	1st October.
LISBON MARU	Friday	11th October.
LIVERPOOL via Port Said, Constantinople, Genoa.		
LIMA MARU	Saturday	12th October.
CALCUTTA via Singapore, Penang & Rangoon.		
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BENGAL MARU (direct Chimuipo)	Thursday	26th September.
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LA PLATA MARU	Friday	4th October.
BOMBAY—Via Singapore & Colombo.		
CHUPUKU MARU	Friday	4th October.
SHUNKU MARU	Saturday	19th October.
DURBAN, LOURENÇO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.		
PANAMA MARU	Sunday	27th October.
CALCUTTA—Via Singapore, Penang & Rangoon.		
TACOMA MARU	Thursday	3rd October.
BORNEO MARU	Friday	18th October.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.		
MELBOURNE—Via Manila, Brisbane & Sydney.		
BURMA MARU	Thursday	3rd October.
HAIPHONG—Via Hoihow & Pakhoi.		
MENADO MARU	Thursday	3rd October, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.		
JAPAN PORTS		
HONOLULU MARU	Friday	27th September.
KEELUNG—Via Swatow & Amoy.		
HOZAN MARU	Sunday	6th October.
TAKAO—Via SWATOW & AMOY.		
DELI MARU	Thursday	26th Sept., Noon.
TAKAO & KEELUNG		
BATAVIA MARU	Sunday	13th October.

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LATEST PHASE OF CHINESE NATIONALISM

CONGESTED PORTS

The latest exhibition of Chinese nationalism is to be found in a Nanking message which states that the Ministry of the Navy has submitted a Bill to the National Government prohibiting the employment of foreign pilots in Chinese waters after January 1, 1931. In the meantime, it is suggested, Chinese citizens should be trained to pilot foreign and Chinese vessels. It is a very bright idea, this, but one which is unlikely to be realized, unless the Chinese Government is prepared to risk the omission of Chinese ports from the calls of many important shipping lines, or the raising of insurance rates on hulls and cargoes of ships entering ports where pilotage is necessary, to prohibitive figures. For it is obviously impossible to train sufficient expert pilots to meet all of China's requirements within the space of sixteen months. It may be doubted whether there are sufficient Chinese with the necessary qualifications for navigating modern vessels, even to start the apprenticeship that is in most cases required before a pilot of any nationality can qualify for a licence. And it may be regarded as quite certain that the foreign pilots will not undertake the training of Chinese substitutes if it is stated that their own licences will be cancelled at the end of next year.

Chinese Seamen. No one doubts that the Chinese of certain provinces are excellent seamen. They have inherited from generation to generation the art of navigating their apparently clumsy craft. They are good weather prophets, and with certain limitations, bold and skilful navigators. Under some conditions they make thoroughly competent pilots, as, for instance, on the Yangtze and the West River. But in both these instances their skill is due not to the employment of modern navigation instruments, but to local knowledge, and familiarity with landmarks. It may be doubted whether the best of these river pilots could qualify even for a Third Mate's Certificate. All that they know is in a narrow waterway, it could not possibly be considered a sufficient qualification for the handling of a large sea-going vessel approaching a congested port. Most if not all of the foreign pilots at the principal Chinese ports possess Master's or Extra-Master's certificates, obtained as a result of years of study and experience, before they begin to qualify for a pilot's licence. They have been accustomed for years previous, to handle the modern steamers and every imaginable condition of wind and weather. They are familiar not only with the use of every modern instrument used in navigation and control of seagoing vessels, but also with maritime customs and regulations prescribed by international practice. Although under a comparatively recent change in British law the presence of a pilot on the bridge, in a compulsory pilotage area, does not relieve and overboard the pilot's responsibility continues to be a very heavy one. A pilot proved to have been guilty of serious negligence would almost certainly lose his licence, and even if he did not, no conscientious master would be willing to employ him in a port such as Shanghai, where it is now quite a usual thing for the largest trans-Pacific steamers to come up river, it is ridiculous to suppose that the owners or Master would be willing to accept as a pilot a Chinese whose only qualification consisted of sixteen months' local training. Ocean giants, costing hundreds of thousands of pounds sterling to build, are not hazarded in this manner in any port in the world.

Interference. However laudable it may be then, for China to desire to recover the "sovereign right" of pilotage, it will be necessary for her in this as in other instances of the arrogation of foreign privileges, to make adequate preparations in advance. At the moment, to the best of our belief, there is no recognised School of Navigation for merchant-marine officers in the country. There is no standard of qualifications or examination for maritime executive officers and engineers. In a recent case of disaster to a Chinese steamship it appeared that an inexperienced Chinese cadet was on duty on the bridge when the vessel was approaching land. Most of the charts in use on the China coast are the work of foreign naval hydrographers, and though much valuable work is keeping them up to date has been done by the Marine

Department of the Customs it cannot be seriously pretended that it possesses a staff adequate for the task. If the Chinese Government desires to abrogate foreign pilotage and coast and river shipping rights, it is not sufficient merely to agitate and pass laws setting the date on which they are to be cancelled. It must take the necessary measures to create a competent personnel for navigation, pilotage and engineering duties. And this will be a matter of several decades, not of sixteen months. It took the Japanese who spared no pains in the assimilation of Western science, many years to create a merchant marine staffed entirely by their nationals. Until quite recently the masters of the larger Japanese vessels, and several of the inland sea pilots, were foreigners. It was not, indeed, until 1857 that the first Japanese captain was placed in charge of a Bomby Bay liner, followed in 1901 by the appointment of a Japanese master to a Seattle steamer, and in 1906 by the selection of a Japanese to command one of the N.Y.K. European steamers.

And for decades previous to these appointments a Nautical College at Tokyo had been training Japanese in navigation and seamanship. As recently as 1912 ten out of Japan's 22 licensed pilots were foreigners. As long ago as 1912 a writer on Japan emphasised the fact that: "in the training of men to man the ships the progress made has been equally as conspicuous as in other branches of the industry." The fact that in 36 years the number of certificated mariners of Japanese birth has increased from four to nearly twenty-two thousand. That is how Japan built up a merchant marine, and it may be said that China will be able to supplant foreign flags on her coasts and river by her own, and eliminate the use of foreign pilots. The establishment of recognised Nautical College, and legislation requiring definite qualifications and sea-going experience from merchant marine officers must precede, by many years, the abrogation of foreign shipping and pilotage rights. And it is in these directions that a beginning ought to be made. "Peking and Tientsin Times."

THE "SEACAR"

Interest in motor boating has increased very noticeably in the last few years, and standardised designs to meet the requirements of the majority of users are gradually being evolved. Messrs. J. W. Brooke and Company, Limited, Adrian Works, Lowestoft, in August last, introduced a new development and it may be recalled that they exhibited a standard 18-ft. runabout at the last Shipping, Engineering and Motor Vehicle Exhibition, held at Olympia two years ago. This vessel was a motor-car practice, and a new feature in motor-boat design, in that the controls were arranged to simulate motor-car practice, and this feature has been retained in the larger and more powerful runabout recently produced.

The latter vessel is of a type for which the demand has been mainly met in the past by American builders, and it is therefore interesting to note that in the International Races for the Atlantic trophy, held at Southampton in August last, the first place was taken by one of these boats, the result being particularly satisfactory in that it was the only boat entered of British construction.

The vessel is 24 ft. long, with a beam of 5 ft. 6 in. and a draught of 2 ft. The engine is a six-cylinder model, developing 100 horse-power. A speed of 30 miles per hour can be attained, and the vessel is of sturdy construction with a view to rendering it suitable for rough water.

Dealt first with the hull, it will be seen from the figures that the profile is orthodox, with a straight stem and transom stern. The hull is of the vee-bottom type. Double skin planking is employed for the hull, the latter is carved built in mahogany, the inner skin being diagonal planking. The usual woods are employed for the remaining portions of the hull, the decks and covering being of mahogany carried on oak deck beams. All the fixing screws are dovetailed to avoid bleeding by salt-water action. We may add that the Royal Air Force have recently acquired Brooke Seacars for use in connection with the Schneider Cup races, the boats being standard in all respects. The boats were run from Felixstowe to Calshot under their own power in two days, and it is stated that no trouble of any sort was experienced on the journey. It is interesting to recall, when considering these activities, that Messrs. Brooke at one time carried on an extensive business in steam engines for drifters, and, as early as 1903, introduced the Brooke motor-car, a three-cylinder model with chain type of change-speed gear. The first motor launch was built about 1904, and although the firm continued to manufacture motor vehicles for several years, this branch of their activities was subsequently abandoned, and the whole of their equipment was devoted to motor-boat and engine building. Numerous extensions to the works have been necessary to meet the steady growth in the demand for the firm's products, the present size being indicated by the fact that about 200 workmen are employed.

MARINE INSURANCE

When, on August 3, the steamer "Eastgate," proceeding up the Plate to Rosario, grounded at Pass Paraguary, in avoiding collision with the "Maidy Manor," the casualty did not appear serious. Nor is it now, but the vessel remains stranded in the channel, no less than 80 vessels being detained in consequence. The authorities have ordered her to be refloated, but it is hoped to obtain a postponement of 48 hours as the position is improving and the vessel may come off without discharging any cargo.

MARINE ENGINES

UTILISATION OF EXHAUST STEAM PROPULSIVE ECONOMY

The principle of fully utilising the remaining power in exhaust steam from marine engines of the reciprocating type by combining with the latter a low-pressure turbine has for some considerable time been practically applied in Germany on lines devised by two experts there and is now receiving widespread acceptance in engineering circles in Britain and throughout Europe. The Bauer-Wach system, on the sea economy of fuel and its adaptability to existing reciprocating engines, has appealed to cargo ship-owners from the very outset, and "conversions" of existing vessels' reciprocating engines have been quite the vogue for a considerable time, which now, in the case of not a few show-owning companies, new vessels designed for the installation of Bauer-Wach engines are being added to their fleets. The Clan Line have already had as many as five of their vessels converted, the last of these, the "Clan Macfarlane," receiving her exhaust turbine at the Vulcan Yard, Hamburg, and have also in service the "Clan Macpherson," 6,800 tons gross and 5,200 I.H.P., launched in March last by the Greenock Dockyard Co., designed from the first for propulsion by machinery of the Bauer-Wach type—the reciprocating engines by Rankin and Blackmore, and the exhaust turbine by Wm. Beardmore & Co., Dalmuir. The Clan Line are also now having built other two new vessels with propulsive machinery on the Bauer-Wach system, while two tramp steamers to be similarly fitted were launched on June 28—the "Eryls Crawford" of 4,100 tons d.w., for Andrew Crawford & Co., Ltd., Glasgow, built by Lithgows Limited, Port Glasgow; and the other, the "Saint Clair," 6,200 tons d.w., for Societe Francaise d'Armenet, Marseilles, built by Swan, Hunter and Wigham Richardson, Wallsend-on-Tyne. As exemplifying the economy attained in other vessels converted to the system, it may be stated that the Booth liner "Boniface" running precisely on the same service as the sister ship "Basile," with ordinary engines, has reduced her coal consumption to 1.04 lbs. per I.H.P. per hour against 1.4 lbs. in the "Basile," while the P. & O. "Baradine," the first of five conversions, has increased her I.H.P. from 6,800 to 8,700. Some 135 vessels, of approximately 550,000 I.H.P., build and building, have Bauer-Wach exhaust turbines; and over half the number stated are in service, giving every satisfaction. An important feature of the system is that it allows of the vessel being propelled by the turbine alone in case of disablement of the main engine. Exhaustive tests carried out on the "Clan Macfarlane," in the presence of representatives of the Admiralty, the German Navy, the Admiralty, and the Hamburg machinery inspectors, proved that by giving the exhaust turbines steam direct from the boilers a speed equalling 60 per cent. of the actual could be maintained on the turbines alone. The importance of this cannot be over-rated, especially in the case of single screw passenger vessels, for even in the event of total failure of the main propelling machinery the vessel can still proceed on the exhaust turbine alone. The added margin of safety thus insured is of course, a very material asset to the vessel.

THE "BREMER'S" HOME

Situated at the mouth of the Weser at a distance of about 40 miles from Bremen, the port of Bremerhaven stands very much in the same relation to Bremen as Tilbury to London. Bremer is the mother port and headquarters of the great Norddeutscher Lloyd Line which has developed a remarkable passenger traffic between Germany and the United States, but Bremerhaven is the point of embarkation and disembarkation, as it is also the place of lightening and part discharge for cargo vessels which by reason of their draught are unable to enter the fully loaded condition to proceed up the river. At the same time, Bremerhaven has trading interests of its own, though these are to be regarded as complementary to, and not competitive with, those of Bremen. Justly with the adjacent suburbs of Geestland and Lehe, it forms a single traffic centre, with a total population at the present time of 100,000 inhabitants.

In contrast to Bremen, where the tidal range is much reduced and does not necessitate the impounding of water for the purpose of maintaining a sufficient depth, Bremerhaven has had to be provided with a complete dock system with gates and other appliances. Between mean high and mean low water there is a difference of 11 ft., but the range is often much greater than this. Between highest high water and lowest low water there is recorded a difference of nearly 30 ft. In addition to the tides, the range of level is affected by strong currents in the river.

The outstanding feature of Bremerhaven is its association with the Norddeutscher Lloyd Line as the point of departure and arrival of their fleet of steamers, which includes the "Bremer" of 46,000 tons, and will shortly include her sister ship the "Europa."—Engineering.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC TO VICTORIA & VANCOUVER

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPRSS OF RUSSIA	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
EMPRSS OF ASIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
EMPRSS OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPRSS OF RUSSIA	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14
EMPRSS OF ASIA	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4
EMPRSS OF CANADA	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 31
EMPRSS OF RUSSIA	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Feb. 28
EMPRSS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRSS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Mar. 28
EMPRSS OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
EMPRSS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRSS OF CANADA	May 15	May 18	May 21	May 23	May 30
EMPRSS OF RUSSIA	June 4	June 7	June 10	June 12	June 21
EMPRSS OF ASIA	June 25	June 28	July 1	July 3	July 12
EMPRSS OF CANADA	July 10	July 13	July 16	July 18	July 25
EMPRSS OF RUSSIA	July 23	July 26	July 29	July 31	Aug. 9
EMPRSS OF JAPAN	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 22
EMPRSS OF ASIA	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
EMPRSS OF CANADA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 19
EMPRSS OF RUSSIA	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Sept. 28
EMPRSS OF JAPAN	Oct. 1	Oct. 4	Oct. 7	Oct. 9	Oct. 17
EMPRSS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
EMPRSS OF CANADA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 14
EMPRSS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29

(Regular Sailing Hour Noon.)

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)
Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg

HONG KONG—MANILA SERVICE

Leaves	Arrive	Leaves	Arrive
Hong Kong	Manila	Manila	Hong Kong
Oct. 1, 5 p.m.	Oct. 3	Oct. 4	Oct. 6
Oct. 25, 5 p.m.	Oct. 24	Oct. 26	Oct. 27

CANADIAN PACIFIC EXPRESS

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PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.
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Freight and Express: Tel. C.42 Cables: "NAUTILUS."

BRITISH WUCHOW LINE

SAILING DATES FOR SEPT./OCT., 1929 (Subject to change).
DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 1.30 p.m.

S.S. "TAI HING"		S.S. "TAI MING"	
[1,068 tons—Capt. Trot.]		[649 tons—Capt. G. J. Spink.]	
SAT. 28th	SEPTEMBER	WED. 25th	SEPTEMBER
THURS. 3rd	OCTOBER	SUN. 6th	OCTOBER
TUES. 8th		FRI. 11th	
MON. 14th		WED. 16th	

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Ming" is fitted with Wireless.

These vessels leave Hong Kong for Wuchow (via Sansui, Shiching, Faking & Dosing) and return to Hong Kong (via same ports) every five days.
Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.
Hong Kong Arrivals and Departures from Hoi On Wharf.

For information apply to—**KWONG WING Co., Ltd.**
8, Cantonment Road West, Phone: Central 592.

WARSHIPS HERE

The following are the warships at present in harbour:—
At the Basin:—H.M.S. "Tamar," "Seraph," "Scorpio" and L. 19.
At the North Arm:—H.M.S. "Sandwich" and "Sterling."
In Dock:—H.M.S. "Tarantula," No. 1 Buoy—H.M.S. "Berwick," Foreign Men-of-War U.S. Gunboat "Middanoo," Chinese Gunboat "Kwang Kum," French Gunboat "Vigilante."

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Asia" from Hong Kong on September 4, arrived at Vancouver on September 21.
The P. & O. s.s. "Mantua" left Shanghai for this port on September 4 at 4 p.m., and is due here on September 21 at about 6 a.m.

BANK LINE LTD.

AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
UNITED KINGDOM & CONTINENT

S.S. "CITY OF PEKIN" London, Rotterdam, Amsterdam & Hamburg 9th October.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF NORWICH" via Suez Canal 6th October.

S.S. "CITY OF CARDIFF" via Suez Canal 5th November.

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NEW ORLEANS ... AMERICAN & ORIENTAL LINE

S.S. "DEERAN" 1st October.

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

S.S. "TINHOW" 28th November.

Leading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
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QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
†MANTUA	10,946	28th Sept. Noon	Bombay, Marseilles & London.
†KARNATA	9,128	12th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
†MIRZAPUR	6,715	16th Oct.	Straits, Colombo & Bombay.
†KALYAN	9,144	26th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
†NAGPore	5,283	2nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
MACDONIA	11,120	9th Nov.	Bombay, Marseilles & London.
KASIGAR	9,005	23rd Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only. † Calls Casa Blanca. ‡ Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	12th Oct.	Singapore, Penang & Calcutta.
TALAMBA	9,913	24th Oct.	Singapore, Penang & Calcutta.
TAKADA	6,949	27th Oct.	Singapore, Penang & Calcutta.
SHIRALA	7,841	8th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	18th Nov.	Singapore, Penang & Calcutta.
TILAWA	10,006	8th Dec.	Singapore, Penang & Calcutta.

B1. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,500	4th Oct.	Manila, Sandakan, Thursday Island,
NELLORE	6,853	1st Nov.	Townsville, Brisbane, Sydney &
TANDA	6,956	29th Nov.	Melbourne.
ST. ALBANS	4,500	1930	
NELLORE	6,853	31st Jan.	

* Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hainan,
Cebu, Zamboanga, Tawao, Timor, Darwin, or other ports en route as in-
dications of the.

Frequent connections from Australia with the following:-

The Union S.S. Company's steamers to the United Kingdom via New
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The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*NELLORE	6,853	26th Sept.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	27th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	9,913	1st Oct.	Amoy, S'hai, Moji, Kobe & Osaka.
DELTA	8,097	7th Oct.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	7th Oct.	Amoy, Moji, Kobe & Osaka.
ARAFURA	6,000	8th Oct.	Moji, Kobe, Osaka & Yokohama.
MACDONIA	11,120	12th Oct.	Shanghai, Moji, Kobe & Yokohama.
SHIRALA	7,841	19th Oct.	Amoy, Moji, Kobe & Osaka.
*BELTANA	9,005	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	6,000	26th Oct.	Amoy, Moji, Kobe & Osaka.
TALMA	10,000	29th Oct.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	5th Nov.	Moji, Kobe, Osaka & Yokohama.
RAWALPINDI	16,619	9th Nov.	Shanghai, Kobe & Yokohama.
*LAHORE	5,304	11th Nov.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
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All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at
the Company's Office up to Noon on the day previous to sailing.

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MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

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Daily Sailing from Hong Kong at 2.00 p.m.

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GUNBOAT LAUNCHED

NEW ADDITION TO CHINESE
NAVY

THE "MIN CHUAN"

Canton, Yesterday.
The gunboat "Min Chuan," which
was ordered by the Ministry of
the Navy, was launched from the
Liangnan Docks on September 21.
Among those present were General
and Madame Ho Ying-chien, repre-
senting the Central Government,
General Hsiung Shih-hui, repre-
senting President Chiang Kai-shek,
General Chang Chuin, representing
the Executive Yuan, and Admiral
Chan Shao-kuan, commander of the
Second Squadron. Madame Ho
Ying-chien performed the ceremony
by breaking a bottle of champagne
on the bow of the "Min Chuan."

The "Min Chuan" is smaller than
the two newly-built ships "Yung
Sui" and "Hsien Ning," although
she is strongly built. The cost of
construction is about \$500,000, and
her measurements are:

Length, 197 feet, breadth 26 feet,
depth 13 feet, with a draft of 6 feet.
Her engine horsepower is 2,200, and
speed 16½ knots.

The armament consists of one gun
at the bow, and one at the stern,
with 4 six-pounder guns on the
sides, one anti-air craft gun, and
6 machine-guns. — Canton News
Agency.

MARINE COURT

THREE BOAT MISTRESSES AND
SOME LOGS

AN ALLEGED OFFENCE

Alleged to have deposited a number
of logs inside the Yarmat Typhoon
Shelter without a written permission
from the authorities, three boat
women appeared before Commander
G. H. Hale, R.N. (retired), this morn-
ing. They were represented by Mr.
A. E. Hall.

In entering a plea of "Not Guilty,"
to the charge, Mr. Hall asked the case
to be adjourned, saying that he had
received his instructions only a few
minutes before the Court sat.
Accordingly the case was set down
for hearing to-morrow.

SHIPBUILDING ORDERS

Palmer Shipbuilding and Iron Co.,
Jarrow and Hebburn, have secured a
contract to build and engine an 8,000-
ton cargo vessel for Messrs. F. G.
Garrick and Co., Ltd., Newcastle,
for whom they have already built five
ships.

The Osaka Shosen Kaisha has an-
nounced an extensive building pro-
gramme involving 11 freight and
passenger ships aggregating 57,000
tons, according to the "Far Eastern
Review." Total cost is estimated at
more than \$9,000,000.

The Japanese Harbour Authorities
at Daijin, in a notification dated
September 3, 1929, issued the follow-
ing information:
"Owing to repairs being effected,
the beacon light on Ken-shi (Da-
gawa Reef), eastward of Kita San-
san-to (North Sanshanto), will not
be exhibited for about one month
commencing from August 30, 1929.
Approximate position of the
beacon:-
Latitude: 38 deg. 58 min. N.
Longitude: 121 deg. 59 min. E."

HONG KONG TIDE

The tide-table given below has
been obtained by aid of the Tide-
predicting Machine, which includes 40
components for the better prediction
of tides from the result of the
analysis of the tidal observations,
taken at the Kowloon tidal observa-
tory under the direction of Dr.
Dobereck during the years 1887, 1888
and 1889.

The times and heights are given
for Kowloon; but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

September 25 to October 1, 1929.

Date	High Water	Lower Water
Sept.	Standard Time	Standard Time
Wed. 25	0 33 7.0	6 29 2.1
Thurs. 26	1 33 7.0	7 11 2.2
Fri. 27	2 27 7.0	7 54 2.3
Sat. 28	3 17 7.0	8 37 2.4
Sun. 29	4 04 7.0	9 20 2.5
Mon. 30	4 47 7.0	10 03 2.6
Tues. 1	5 26 7.0	10 46 2.7

RIVER WATER LEVELS

REPORT FROM BOARD OF CONSERVANCY WORKS OF
KWANGTUNG

(Water Levels in English Feet)

Place of Observation	Highest on record	Lowest on record	W.L.	W.L.	W.L.
West River at Shihching	41.0	0	12/9	18/9	
North River at Tsingyuen	23.7	0	5.2	4.9	
North River at Samshoi	27.3	0	5.6	5.7	
East River at Sheikong	15.2	0	2.5	1.4	

INDO-CHINA STEAM NAVIGATION CO., LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'ow & S'hai	CHAKSANG	Sun., 29th Sept. at 10 a.m.
T'au via S'ow & S'hai	YATSHING	Wed., 2nd Oct. at 10 a.m.
T'au via S'ow & S'hai	KWANSANG	Sun., 6th Oct. at 10 a.m.
Osaka via Amoy, Moji & Kobe	YUENSANG	Thurs., 3rd Oct. at 10 a.m.
Osaka via Amoy, Moji & Kobe	SUISANG	Thurs., 17th Oct. at 10 a.m.
S'pore, Penang & Calcutta	HOSANG	Thurs., 26th Sept. at 3 p.m.
S'pore, Penang & Calcutta	KUTSANG	Fri., 4th Oct. at 3 p.m.
S'pore, Penang & Calcutta	NAMSANG	Thurs., 10th Oct. at 3 p.m.
Sandakan	HINSANG	Wed., 2nd Oct. at 3 p.m.
Sandakan	MAUSANG	Tues., 10th Oct. at 10 a.m.
Tientsin via Wei-hai-wei & Newchwang	CHEONGSHING	Fri., 4th Oct. at Noon
Tientsin via Wei-hai-wei & Newchwang	CHIPSILING	Sun., 20th Oct. at 10 a.m.

For Freight and Passage apply to:-

JARDINE, MATHESON & CO., LTD.,

Telephone Central 215.

General Managers.

AUSTRAL CHINA NAVIGATION CO., LTD.

Service to Australia & South Sea Ports.

NEXT SAILING

S.S. "CALULU"

on SEPTEMBER 30th.

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Hong Kong, April 1, 1924.

THE "BRITANNIC"

A TWIN SCREW WHITE STAR
MOTOR LINER

The twin-screw motor passenger
"Britannic" was launched on Tuesday,
August 6 last, from the North Yard,
Belfast, of Messrs. Harland and Wolff,
Limited. The vessel, which has been
built to the order of the White Star
Line, is intended for her owners' Liver-
pool-New York service. She has a
length between perpendiculars of 680
ft., a breadth moulded of 82 ft., and a
depth moulded of 43 ft. 9 in., while her
gross tonnage is 26,840. The "Britan-
nic," which we understand is the
largest British motorship, has a
straight stem and a cruiser stern, as is
usual in this class of vessel, and
is fitted with two low funnels. Accom-
modation is provided for 1,550 cabin,
tourist, and third-class passengers, and
the size of the vessel has given ample
opportunities for spacious planning.

The propelling machinery has also been
constructed by Messrs. Harland and
Wolff, and comprises two 10-cylinder
double-acting four-cycle Diesel engines
of the Harland-B. & W. type. The
cylinders are cooled by fresh water and
the pistons are oil-cooled. Four in-
dependent injection-air compressors,
each driven by four-cylinder trunk-type
Diesel engines, are installed, and these
also supply air to two reservoirs for
manoeuvring purposes.

The electrical installation of the
vessel consists of four Diesel-driven
generators having a combined capacity
of 2,000 kw., and a 75-kw. Diesel-
driven emergency generator. All the
auxiliary machinery throughout the
vessel is electrically driven. The deck
for P. & O. Victory Naval Yard and
Aberdeen, the differences being very
small.

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must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

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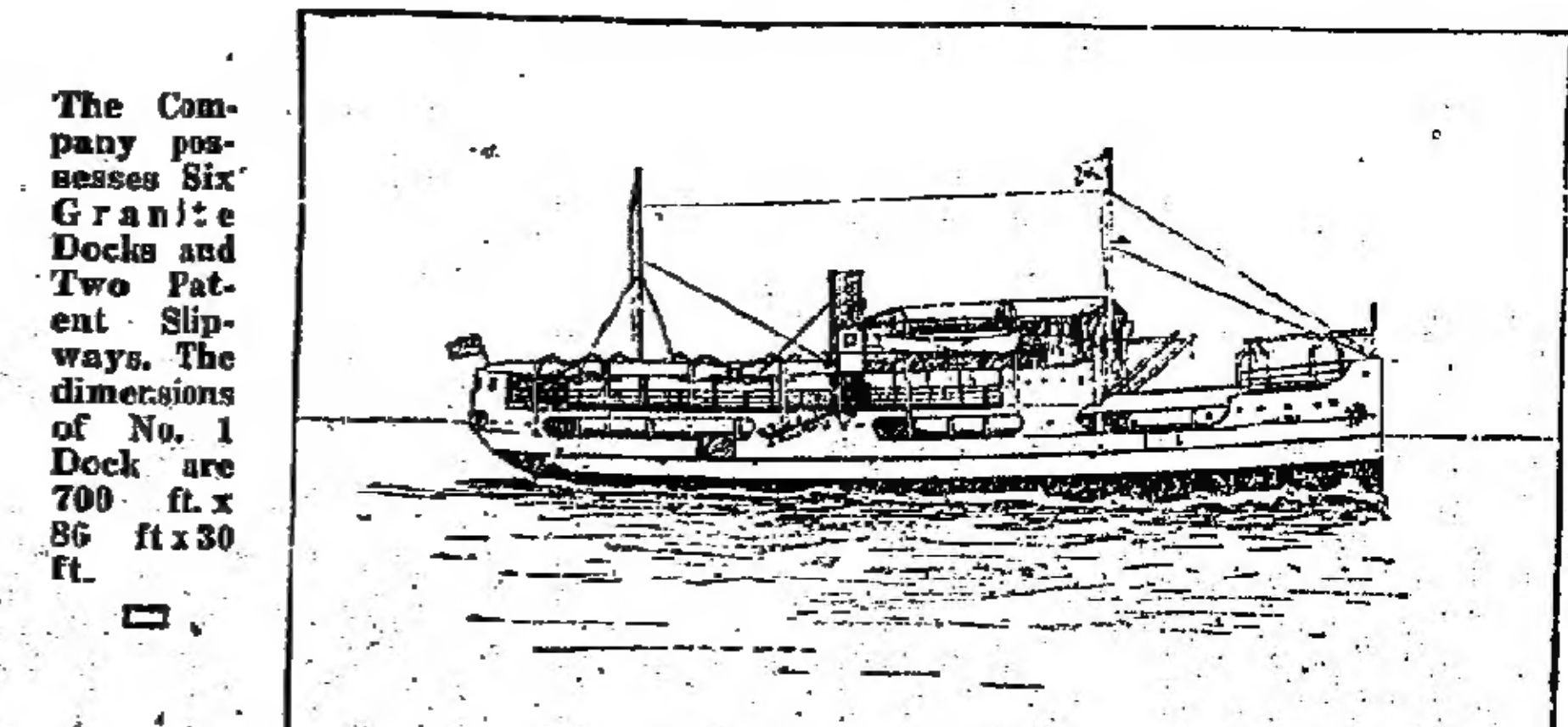
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Hong Kong, Wednesday, Sept. 25, 1929.

NEW KOWLOON ROAD

Praiseworthy as may be the protest of the majority of the Unofficials against the construction of the proposed new road on the mainland, we find ourselves on this occasion in favour of the Government and of the Hon. Mr. J. P. Braga, the only Unofficial who supported the scheme. When the matter was first mentioned in the "China Mail" in the middle of May it was quite clearly stated that all that was intended in respect of the Estimates for the year 1930 was a vote for the work to commence simultaneously at either end of the proposed circular road, that is, at the Kai Tak end and at the Shatin end. It was then calculated that the whole work would take about three years to complete—all depending on the amount of money that could be released therefor—but it was added that, were sufficient funds available, the work could be completed within one year.

When that announcement was first made in the "China Mail" it was greeted not with any degree of dissatisfaction (such as has since been expressed in the Legislative Council by the Unofficials—but with almost a paean of praise for the Government's long-sighted policy in regard to the ultimate opening up of a veritable "No Man's Land" on the mainland. There had not been even a hint of dissent until the delivery of the Unofficials' speeches in the Council last week—four months after the first intimation of the official plans.

These plans, briefly, contemplate a motor road starting at Kai Tak, running some distance on the harbour side, past the glass works, and thence going through Ma Yau Tong Gap, which rises 450 feet above sea level. The grade being approximately one in twenty, motoring will be very easy. It will then pass the waterfall and the small reservoir and proceed to Ho Ch'ung, which is 500 feet above sea level, and then to Hebe Haven, Sai Kung, Kai Ling-ha, White Head, and round the peninsula to White Cove, and finish up at Shatin station. The whole circular road will measure in the proximity of 23 miles.

Hebe Bay is ideal for a bathing beach, being land-locked, with a beach pleasant in many respects than at Repulse Bay. The whole area to be covered by the new road can also provide facilities for a golf course superior to that at Shatin. The idea at present is to construct a golf course open to all nationalities, including, of course, Chinese. It is also the intention to open up a huge recreation ground on a very large scale, as there will be thrown open acres and acres of ground admirably suited for this purpose. It will easily be the largest recreation ground in the whole Colony, far superior to that at Happy Valley or any other existing recreation site. Sites will also be sold for the purpose of erecting residences above Kowloon below mist level—that is, somewhere near the altitude of May Road.

In commenting on the scheme in May last we stated:—
With the continual large influx of Chinese to the Colony being responsible for the development of the mainland on a scale not dreamed of a few years ago, the scheme for the circular motor road, with its promises of public golf links, recreation ground, bathing beaches, and residential sites, should be acclaimed by the community as one of the best that has been brought by the Government into the realm of practical politics. Moreover, there is the added advantage of making it possible, after the completion of the main scheme, to make new side roads to Customs Pass and other points that are at present practically a sealed letter to the vast majority of the residents of Kowloon.

In view of the silence that has since been observed by Unofficials in regard to the scheme it is nothing short of remarkable to find so much opposition to it on their part. Other portions of the Unofficials' speeches teemed with references to the need for more playing fields and recreation grounds. It is admitted on all sides that their arguments are as timely as they are fair and reasonable in the immediate and ultimate interests of all sections of the community. And yet they almost unanimously would be

parties to putting back the hands of the clock of progress in the opening up of the mainland, whether the present "trek" from the Island will continue with immense rapidity within the next decade. But the Government does not intend to construct the whole road within one year. All that is intended to be done at first is a tiny section of only four miles, the object of which is to open up a hill district for Kowloon similar to that on the Island.

There is another equally important point to be considered. It is that of finance, which, of course, is the stumbling block over which the Unofficials haggled. There is no reason whatever for making the present generation of taxpayers share in the cost of the whole road of 23 miles. In the large public loan that must be raised next year the cost of this circular road ought to be included. The interest and sinking fund should easily be recouped from time to time from the proceeds of the sale of residential sites. Posterity would be made to bear its fair—and more than fair—share of the enterprise, and thus the burden on the present generation would be infinitesimal. If this idea could be brought within the realm of practical politics, the Unofficials' objections and protests ought to vanish quickly. In any event the present trend of the population of the Colony must be taken into serious account, and the proposed circular road offers a vista of a veritable "land of promise" flowing with the milk and honey of healthy residential sites, fine bathing beaches, and vast playing fields far beyond the conception of those whose vision is apparently bounded only by the Estimates for one particular year.

For the theft of a cotton quilt, worth \$2, the property of an assistant stall-holder of 24, Temple Street, a Chinese was sentenced to three weeks' imprisonment, at the Kowloon Magistracy to-day.

As the "Northern Star" was berthing at the Hong Kong Star Ferry Wharf at 1.55 p.m. yesterday, the thicker of two ropes used for the purpose snapped, but this did not render any delay in docking the boat, as the thinner rope held fast!

Lok Chuen (35), a knitting worker, was yesterday afternoon taken to the Kowloon Hospital suffering from severe burns on the head and face. He alleged that acid was thrown on him whilst he was walking in Nelson-street. He did not see his assailant.

Mr. Fung Fook-tien, managing director of Messrs. Kwong Sang Hong, living at Lot No. 182, Repulse Bay, has reported to the Police that between 7 p.m., on Sunday and 6 a.m., on Monday a thief broke into his pump house situated below the bungalow and stole a water pump valued at \$130.

Mr. N. Allen, was yesterday fined \$5 by Mr. E. W. Hamilton for failing to produce his driver's licence whilst riding motorcycle combination No. 430, in Queen's-road on September 14. Another charge of disobeying traffic signal at the junction of Garden-road on the same day was adjourned for a week. His Worship arranged to go down to inspect the signal at noon on Saturday.

JAPANESE BOYCOTT

NEWSPAPERS BANNED BY HARBIN CHINESE

ECHO OF QUARREL

Harbin, Yesterday.
A message to Kungo states that the Chinese Chamber of Commerce has banned all local Japanese newspapers, and is prohibiting merchants from subscribing to them—Reuter.

[A quarrel which started between Chinese policemen and a Japanese soldier, at a restaurant in Tientsin assumed serious dimensions when the Chinese police fired on C.E.R. Railway guards from behind, wounding three. It was learned later that all the Chinese policemen were arrested.]

"Preposterous rubbish" was the description applied by the authorities at Westminster Abbey to the rumours that the famous sixteenth-century window in the Chapel might be sold.

CHINESE JUSTICE

DELINQUENTS DO NOT GET FAIR TRIAL

OFFICIOUS OFFICIALS

[By "C.L.C."]

Elsewhere in this issue is published a report of the farcical trial accorded to Mr. Andersen, a Customs Official, who was alleged to have received bribes from opium smugglers. He was sentenced to two years' imprisonment by the Kiangling authorities, who, it is reported, did not take the trouble to hear evidence for and against the accused. To the average European who has not lived in China long enough to understand existing conditions, the news will come as a shock. To those who know China as she is to-day, they will simply shrug their shoulders and say: "Well, that was what we expect."

Foreigners who live within the gate of China and who do not enjoy extrajudicial rights are leading—without putting it too harshly—a dog's life. They are constantly at the mercy of petty officials. There is hardly a standard code of law, and if there is, it is only applied to suit the purpose and benefits of the officials.

Personal Experiences

In Peking, where I resided for three years, I have seen Russians, Germans, and Austrians dumped into a filthy and vermin-infested barrack, which was called a jail, without a trial. There were also cases where the unfortunate men did not know the nature of the offences they were supposed to have committed. And it was a common occurrence to see foreigners, who did not enjoy their own Consular protection, beaten up by Chinese soldiers and policemen before they were taken to a Yamen. Even there they were subjected to torture.

Conditions are no better in the Chinese settlement of Shanghai. There have been instances where Russians were subjected to the ignominy of going about the streets with the cage around their necks. A brutal case was reported four years ago of a Russian woman being dragged about the streets, quite nude, by Chinese soldiers.

No Perfect Code of Laws

To recount shocking cases of this nature would fill volumes, but what concerns all foreign and European Powers is the paramount question: "Is it wise to abolish extrajudiciality?" The Powers might be deceived into believing that China has evolved a perfect code of law, but it must be borne in mind that it is quite an easy matter to draft up a code of law, which will look good on paper. The question, however, which we must ask ourselves is whether those laws will be carried out.

China as she is to-day does not justify anyone believing that she will keep to her part of the bargain. Promises in China are written on sand. A slight whiff of wind will obliterate such promises. The law of the country is what each official makes it. The one in authority in Nanking may not see eye to eye with the one in Kiukiang, and it goes on in this manner ad infinitum.

An Inherent Hatred

We must also remember that Chinese have an inherent hatred against all "foreign devils" and the moment one of these "devils" falls into their clutches, they are not slow in paying off, what they think, old scores. Of course, this is all a mistake, but the trouble is that the Chinese are not taught to know that the foreigners are, in fact, their best friends. The unending propaganda spreading throughout the length and breadth of China is directed against foreigners, and unless the Chinese are made to understand that there is no justifiable cause to quarrel with us, the inherent hatred must remain. And as long as this antipathy is alive, Heaven help those foreigners who fall into the hands of Chinese officialdom.

EDGAR WARWICK

A NOTABLE FORTHCOMING ATTRACTION

OPENING ON OCTOBER 5.

It is some time since we have had the pleasure of announcing one of Mr. Edgar Warwick's attractions. The disturbances of the last two or three years in this part of the world have debarrd that astute theatrical manager from sending us his usual supply of first rate entertainment, but now that conditions appear to be a little more settled we may expect to see several of his companies in China.

There is probably no other name in theatrical circles that is calculated to inspire one with confidence as does that of Mr. Warwick. For over twenty years he has sent us an unending supply of first rate fare, and it is therefore with considerable pleasure that we are able to announce that the Warwick Revue Company—his latest importation from London—will visit Hong Kong for a short season commencing on Saturday, October 5.

This attraction left London as recently as January last, and Press reports from India and the Straits refer to it as the best combination that Mr. Warwick has ever sent this way—elegant in staging and frothing, full of clever comedy, delicious dancing and singing, up-to-the-minute in every respect, and a certain panacea for ennui. Hong Kong will look forward with pleasurable anticipation to the advent of this company, for it sadly needs a tonic after the sultry summer days. Meanwhile, theatre-goers will be well advised to make a note of the dates and to ensure good seats when the box plans open, as the demand is certain to be heavy.

Whilst engaged in mock bombing a speed boat at Bournemouth a Moth aeroplane dived into the sea. The pilot and a passenger were rescued. They were both slightly injured.

P'RAPs —

P'RAPs NOT!

"Here's your scales, Mr. Skinner," said Georgie, walking into the butcher shop and handing the scales to the man who stood behind the counter.

"All right, son," replied the man. "May I ask why your parents wanted to borrow my scales?"

"Well, we've got a new baby at our house," replied Georgie, "and we wanted to weigh him, but we didn't have any scales."

"I see," beamed Mr. Skinner. "And how much did the baby weigh?"

"Thirty-five pounds, sir!"

Friend: You look very serious. Doctor: I am worried about one of my patients.

"Is it a very serious case?"

"Yes—he won't pay his bill!"

Jack was looking over the dictionary and once he laughed aloud.

"Why are you laughing?" asked Dot. "Is your book interesting?"

"No, not interesting," answered Jack, "but amusing. It spells words so different from the way I spell them."

Ship-wrecked sailor (to only other survivor on desert island): "Why does that big cannibal look at us so intently?"

Cheerful Companion: "Oh, I suppose he is the food inspector!"

"Tommy," said the teacher, "I wish you wouldn't come to school with such dirty hands. What would you say if I came to school with dirt and ink all over my fingers?"

"I wouldn't say anything," answered the child promptly, "I'd be too polite."

"When does the wedding take place?" inquired the old stationer, jestingly.

"Why, you don't think—"

She blushed and hesitated.

"Ah, miss, when young ladies buy a hundred sheets of paper and only twenty-five envelopes, I know there is always something behind it."

A rising young burglar had just arrived in Chicago from Milwaukee, where he had been pretty successful in his line. Soon after his arrival he won the hand of Chicago Bessie, the famous shoplifter. He rushed home late one night in high excitement.

"Wake up, kid!" he shouted to his wife. "Wake up! Hurry! We gotta hop a rattler quick. I just cracked the biggest crib in town and shot a couple cops!"

"Aw, shut up and go to bed," said Bessie. "You're in Chicago now."

Bathing Girl (as holiday-maker, who has been cut off by the tide, makes frantic signals for help): "That fellow's got a nerve! I suppose he thinks we're going to wave back to him!"

CHINA STATION

COMMANDER STEPHEN KING-HALL'S SUCCESSFUL PLAY

In the new naval play appearing at the Shaftesbury Theatre the action takes place in a cruiser supposedly on the China Station. The joint authors are Mr. Ian Hay and Commander Stephen King-Hall, the brilliant young naval officer who is well-known in the Far East since he was out there for some years and has written a book on the China question. Not a single adverse criticism of this new play "The Middle Watch," has yet appeared. Every critic agrees that it is full of rollicking fun from beginning to end and ought to run for quite a long time.

The breakdown of the routine-boat was chiefly the cause of all the fun and trouble. Two pretty girls got left behind for the night on board H.M.S. "Falcon," a cruiser on the China Station. Unfortunately, on this very night, the wife and daughter of the Admiral, Sir Hercules Hewitt, chose to imperil themselves in a yachting expedition and the Admiral comes on board the "Falcon" to effect their rescue. The fat is thenceforward in the fire. Objecting to his quarters in the cruiser, Sir Hercules decides to shift to others where the ladies are stowed and so, in his peregrinations, comes in contact with the two beleaguered young ladies. Each, in the desire to save the face of the Captain of the "Falcon," assure him that she is the wife of the Captain of Marines!

The irateness of the Admiral with a jealous wife looming ahead is quite classic and the fun goes on from strength to strength, with so many complications that the eventual solution is all the more triumphant and satisfactory. The "hit" of the piece was Marine Ogg, played by Mr. Aubrey Mather. In the opinion of many people, this is the best naval play London has seen since "The Flag Lieutenant," and Commander King-Hall is to be congratulated in thus adding the role of successful dramatist to his other numerous accomplishments.

LEFTIST LEADER

MYSTERY OF ACTIVITIES OF
WANG CHING-WEI

REFUSES MILITARY POST

Canton, Yesterday.
There have been of late many conflicting rumors as to the whereabouts of Mr. Wang Ching-wei, the leader of the Kuomintang Leftists. From a Shanghai telegram yesterday, it would appear that Mr. Wang is still in Paris. The latest news of him is that in a conversation with a friend, a Frenchman, he is understood to have said that in regard to the affairs of the Kuomintang, he was willing to offer his services, but he would have nothing to do with military affairs. Mr. Wang declared that he refused to be hoisted into power through civil or military or other influences in order to assist others to higher posts or to the accumulation of wealth.—Canton News Agency.

Situation Critical

Shanghai, Yesterday.
While official circles in Nanking appear to be confident that Marshal Chiang Kai-shek has the internal situation well in hand, information from various semi-official sources reveals that the situation is extremely critical. Some circles are of opinion that civil war is a large scale is imminent, and it is reported that panic prevails in Canton on which the insurgents are alleged to be converging.

Steamers Heavily Shelled

Hankow, Yesterday.
The China Merchants steamer "Kiangchin" lying in the Yangtze River, was hit by a salvo of shells from the National Government forces by the Ironsides, as mentioned earlier. It appears that the steamer was carrying National troops from Hankow to Shanghai. The ship was hit by a salvo of shells from the Ironsides, as mentioned earlier. It appears that the steamer was carrying National troops from Hankow to Shanghai. The ship was hit by a salvo of shells from the Ironsides, as mentioned earlier. It appears that the steamer was carrying National troops from Hankow to Shanghai.

British Ships Warned

Peking, Yesterday.
It is learned from foreign sources that General Chang Pa-kwei is still controlling Ichang and the river as far as Chikiang. No Chinese ships are allowed to proceed below Ichang, while British ships have been warned not to pass Chikiang after dark in order to avoid the possibility of being fired on.

Urgent Political Affairs

Hankow, Yesterday.
General Feng Pan-jen and Hsia Tiao-jen, who were proceeding to North Hubei to suppress bandit suppression, have postponed their departure and have stated that they have been ordered to remain here by the Government on account of urgent political affairs.

Rebels To Be Suppressed

General Liu Shi, in a statement, said that General Chang Pa-kwei's defection was engineered by the so-called Reorganization Party or Leftists, but the Government would have the situation well controlled and is taking adequate measures to suppress the rebels.

The statement also declares that the Kuomintang is concentrating on various points in Hunan and Shensi and is commencing to move slowly Southward, ostensibly owing to severe famine conditions in those provinces, but the Government is not taking chances and is concentrating heavy forces on the Hubei border ready to meet any menace from the North.

Visit to Chang

Nanking, Yesterday.
Liu Yu-fen, a prominent Kuomintang member and Governor of Kansu, arrived this afternoon accompanied by Yu Ken-jen, another prominent Kuomintang member, and Hsia Ng-ching, former representative of Feng Yu-hsiang at Nanking.

Following their arrival, Liu Yu-fen had a conference with Chiang Kai-shek. Great political significance is attached to Liu Yu-fen's arrival, as there have been rumors that he and other leading Kuomintang members had joined forces with Chiang Kai-shek.—Reuter.

STEAMER'S FATE

BLAZING SHIP DESERTED IN
INDIAN OCEAN

CREW'S HEROIC STAND

Perth, Australia, Yesterday.
The steamer "Anthea" has picked up the crew of the "Silton Hall", who fought the flames for several days before abandoning ship and the cargo of coal.

The "Anthea" was 390 miles distant when she received the S.O.S. and raced to the rescue.—Reuter.
[A wireless message from the steamer "Silton Hall" bound for Adelaide from Immingham, stated that she caught fire in the Indian Ocean 2,000 miles from Perth. The crew were taken off by lifeboats.]

Mr. John Hartley Manners, author of "Fey of My Heart" and other plays, exclusive of considerable property abroad, left estate in England of the gross value of \$9,835.

A plan to speed up the mail service to Australia is among the recommendations contained in a letter to the Director of Civil Aviation from the Federation of British Industries.

SOVIET'S MISSION

MISUNDERSTANDINGS NOW
CLEARED UP

ANGLO-RUSSIAN RELATIONS

London, Yesterday.
The Soviet envoy, M. Dovgalevsky, arrived here today almost unnoticed.

Later, he visited the Foreign Office.
M. Dovgalevsky later made a statement saying he was glad the misunderstandings were apparently cleared up, and the Soviet viewpoint made perfectly clear to Britain.

Accordingly, he was convinced his conversations with Mr. Henderson would be concluded successfully and promptly, as they would entirely concern the formalities of procedure of the negotiations which would take place after the restoration of normal Anglo-Russian diplomatic relations.

Official Bulletin

An official communique says that the conversation between Mr. Henderson and M. Dovgalevsky lasted two hours. The two considered the procedure as to subsequent negotiations.

M. Dovgalevsky, interviewed by Reuter, hoped an agreement would be reached in a few days.—Reuter.

A Further Meeting

London, Later.
After the meeting this morning between Mr. Henderson and M. Dovgalevsky, the Soviet Envoy, at the British Foreign Office, the following official statement was issued: "The conversation lasted for two hours. Mr. Henderson submitted to M. Dovgalevsky a list of subjects for discussion, and the method of procedure for numerous negotiations was considered. It has been arranged that a further meeting will take place tomorrow at 4 o'clock.—British Wireless Service."

DR. WU'S PROPOSAL

RESOLUTION UNANIMOUSLY
ADOPTED

WILL NOT SATISFY EVERYONE

Geneva, Yesterday.
The First Committee of the League today unanimously adopted the sub-committee's draft of the resolution on the proposal of Dr. C. C. Wu, the Chinese delegate, who, replying to the discussion, said that the resolution might not satisfy all parties, but the Chinese delegates had tried their best to meet the wishes of the other delegates. Dr. Wu said he believed, anyway, that the resolution would prove of some utility for the study of Article 19.—Reuter.

[The proposal declared that any member of the League may place on the agenda of the Assembly the question whether the Assembly should give advice as contemplated in Article 19 regarding the treaties now considered inapplicable.]

OPIUM IN BELT

Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning fined a Chinese \$300 with the alternative of one month's hard labour for being in unlawful possession of 10 loads of raw opium, which were found on him in a specially made belt which he wore when he alighted from the 12.15 p.m. train from Canton, at the Kowloon Railway Station.

The opium was ordered to be confiscated.

CONSOLATION

You cannot take your way through this old world, and with your fellow creatures live and work, without becoming—more than you may guess—a help or hindrance, as you strive or shrink. And many a time the thought should comfort you, when all your honest striving seems so vain, that your brave effort may inspire some weaker soul to try and try again.

Sometimes we set ourselves such distant goals, that we may never reach them in this world; what matter if, while plodding gamely on, we keep faith's banner gallantly unfurled. At sight of it, some sad and fainting heart, less firmly steered to setbacks on the way, may find hope and strength to face another day.

So, if our dreams be greater than our deeds, let's not despair, but dauntless courage show; though what we long to do be past our powers, we may be doing better than we know!

TODAY'S THOUGHT

By happiness, I mean, not a slight, trifling pleasure, that probably begins and ends in the same hour, but such a state of well-being as contains the soul and gives it a steady, lasting satisfaction.—J. WESLEY.

ROUND THE CINEMAS

A FILM FOR FATHER AND
SON

"ROAD HOUSE"

Neglect of duty of father for son is the whole theme of William Fox's presentation, "Road House," showing at the Queen's Theatre to-day only.

Unlike his former criminal and mystical roles Lionel Barrymore, in this film, is seen as a carefree father, who lets his son have his "full fling" till a fall comes, and then . . .

Barrymore is a member of the Better Government Council, but, behind the scenes, he is a noted gambler. At a dinner of the E. G. Council he speaks against crooks, gamblers, and notorious gangsters, among whom his son has fallen.

Barrymore is subsequently severely denounced by the Judge, at the trial of his son (Warner Barker) on a charge of manslaughter. The jury consisting of men and women, returned a verdict of "guilty." His Lordship placed the defendant in the proper care of the father, for five years!

HAROLD LLOYD

Those desirous of a treat for themselves and their kiddies cannot do better than visit the World Theatre, where there is a continuous performance from 1.15 of real good stuff. Harold Lloyd is in his element in the picture screened, and yesterday kept the whole house in one uproar of merriment and laughter.

"TRUE HEAVEN"

A German spy amongst the British continents is the clever role played by Lois Moran in "True Heaven," in which she is costarred with George O'Brien, showing for the last time to-day at the Majestic Theatre, Kowloon. "True Heaven" gives O'Brien the part of a Lieutenant in the British Army and is in love, of course, with Lois Moran, a spy. How a message led O'Brien to the Allied (German) lines, and is found out, is well told in this drama of war, love and intrigue.

Sentence of "death" is passed by the authorities on the Lieutenant, but Lois also takes a revolver in her hand to die with him, but—see the picture for yourself!

HOBBO KING

DAN O'BRIEN STANDS FOR
MAYORALTY

RULE NEW YORK

Dan O'Brien, hobo philosopher and veteran of world wars, has announced his candidacy for the office of Mayor of New York City. Like the other candidates, he announced a platform for better transit and housing facilities and added a plea for more drinking fountains and public baths, and golf links in Central Park. However, the platform was of secondary importance to his professed purpose to inject a bit of beauty into the city that is "civilization's most complicated and breathless monument."

From "The Castle" at 26 St. Mark's Place and his Open Forum in Union Square, O'Brien said he wishes to start men to thinking. "Though I may not be elected," he declared, "at least as a hobo candidate I will attempt to bring to the people of New York a sense of freedom and an earthly love of things of beauty."

All of which more completely expressed Dan O'Brien's aim than did the 38 planks in his platform. That is the reason that after a lifetime of wandering he is willing to sacrifice the freedom of the road, the "jingles" and singing rails where he bears a title "King," to confine his efforts to a single city; why he would exchange the signature "Dan O'Brien, Rex," that appears on his poems, for the simple cognomen of Mayor Dan O'Brien.

His cause would entail a sacrifice, he said, but a pleasant one, in spite of the fact that he would have to forsake the life that inspired his lines:—

I am the symbol of the soul of man.

If the soul of man means anything.

I am the lover of all babbling brooks.

Nature's nomadic child.

But Dan O'Brien has made up his mind and, after living in New York for four years, he is willing to stretch it another four. Not that he really expects to be elected, he admitted. If he isn't, his plans already made; one more leisurely trip around the world, a book of philosophy, a pinch of poetry.

Dan O'Brien, saying this, appeared to know exactly what he wanted of life.

Mr. Wong Yao-tung, LL.M., who is the son of Dr. B. Y. Wong, chief medical officer of the Red Cross Society of China, has returned from the United States and established a law practice in Shanghai.

Mr. Wong is a graduate of Soochow, New York State and Columbia Universities.

Mr. Leon Schwartz has been appointed Counselor-in-Commerce Exterior (Official member of the French Export Committee), Singapore.

Mr. C. B. Whitehouse, general manager of Truk, Anson Ribbar Estates Ltd., who is on leave, is at present making a tour of Jamaica.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED
IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

Entertainments

To-day — Queen's Theatre; "Road House."

To-day — World Theatre; "Grandma's Boy," and "The Adventurer" (Continuous performance from 1.15 to 11.15 p.m.).

To-day — Star Theatre; "Slaves of Beauty."

To-day — Majestic Theatre; "True Heaven," at 5.20 and 9.15 p.m., "The Unconquerable," (Chinese picture at 2.30 and 7.15 p.m.).

Oct. 21—Nelson Day Concert at Lee Theatre, 9 p.m.

Home Mail

To-morrow—Inward from Europe via Suez ("Kalyan").

Meetings

To-morrow—Meeting of the Hong Kong Lawn Bowls Association (general committee) at "S.C.M. Post" Board Room, 5.15 p.m.

Sept. 27—Kowloon Cricket Club meeting, 5.30 p.m.

Sept. 27—St. Andrew's Society meeting at City Hall, 5.45 p.m.

Sept. 28 — Volunteers Athletic Meeting, Kowloon C.C. ground, 2.30 p.m.

Sept. 30—Meeting of the Hong Kong Branch of the English Association at St. John's Cathedral Hall, 5.30 p.m.

Sport

Sept. 29—St. John Ambulance Brigade aquatic sports, King's College bath, 10 a.m.

Lamert's Auctions

Sept. 27—At Sales Room, Duddell Street, postage stamps, 5.15 p.m.

Oct. 2—Valuable household furniture, etc., 4, Carnarvon Building, Kowloon, 11 a.m.

Land Sale

Sept. 30—At the P.W.D. Offices, one lot of Crown land at Shamshuipo, 3 p.m.

Miscellaneous

Sept. 27—In the Great Hall of the University, Lecture on "The Development of Aviation in China," 8.30 p.m.

Oct. 23—Twelfth bi-annual race for Ships' Lifeboats, ("Trevesa Trophy") starting time, 4 p.m.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAYA

Capt. Chang Sze-chen of the Shanghai and Woosung Merchant Volunteer Corps, has resigned his commission.

Mr. Lu Lung-hsiang, the Shanghai District Magistrate, is indisposed and, during his absence Mr. Sze Pei-fu is acting for him.

Mr. Franklyn Robinson, Legal Adviser, Kedah, has been appointed to act temporarily as a Judge, F.M.S. Mr. Robinson was appointed a Cadet, M.C.S., in 1903 and has been Legal Adviser, Kedah, since 1927.

The Archdeacon and Mrs. Swindell left Singapore on the "Meonia." Their home address until they settle in a "living" will be c/o The Church Imperial Club, 75 Victoria Street, London, S.W. 1.

Rear-Admiral Colin Kenneth MacLean, C.B., C.V.O., D.S.O., who is coming out to succeed Rear-Admiral H. J. Tweedie, C.B., as Rear-Admiral and Senior Naval Officer, Yangtze, sailed from London on Sept. 6 on the "Macedonia."

Dr. M. T. Z. T'au, formerly editor of the "Peking Daily News," who is now secretary in the Waichiaopu, arrived in Shanghai recently and entertained a party of journalists in the China United Restaurant. Dr. T'au, who is a well-known publicist, has been mentioned for the post of director of intelligence and publicity for the Waichiaopu.

The dedication of the new organ by the Bishop of Singapore at St. Andrew's Cathedral last Sunday attracted a large congregation. The new organ is a magnificent piece of work of the builder, Mr. F. Sands, Calcutta representative of the long established firm of William Hill and Son and Norman and Beard Ltd. The installation cost \$31,000. Seven thousand dollars more is required to complete the organ fund.

All Officers, Petty Officers and men on the active or retired list of the Royal Navy, Royal Marines, Royal Navy Reserve, and Royal Naval Volunteer Reserve, who take up their residence in the F.M.S. or who have taken up their residence in the F.M.S. since Jan. 1, 1929, are requested to forward to the Under Secretary to Government, F.M.S., "Kuala Lumpur," their names, rank, seniority and special qualifications if any, together with their present addresses and to keep the Government advised of any change of address.

NEW ADVERTISEMENTS.

IN THE MATTER OF THE
COMPANIES ORDINANCE
1911-1923

and
IN THE MATTER OF THE
YUEN UN CO., LTD.

(In Voluntary Liquidation).

A FINAL DIVIDEND is intended to be declared in the above matter and Creditors who have not already done so, are required on or before the 31st day of October, 1929, to send in their names and addresses and the particulars of their debts and claims (if any) to the undersigned at the offices of Messrs. Percy Smith, Seth & Fleming, Incorporated Accountants, 6, Des Voeux Road Central, Hong Kong, and if so required by notice in writing from the undersigned, are to come in and prove their said debts and claims at such time and place as shall be appointed in such notice and in default thereof they will be excluded from this dividend.

Dated this 23rd day of September, 1929.

S. HAMPDEN ROSS,
A.C.A., A.S.A.A.,
Liquidator.

ROYAL HONG KONG YACHT CLUB.

"TREVESA TROPHY"

THE TWELFTH BI-ANNUAL

RACE for Ships' Lifeboats will be sailed on WEDNESDAY, the 23rd October, starting at 4 p.m.

Each Ship may enter any number of boats.

COURSE:—Start from Channel Rocks, thence to Kowloon Rock (P), Mark of Yacht Club (SY), Cust Rock Gas Buoy (P), Finish at the Yacht Club across the line from West to East.

Competing boats should be in position at the starting line by 3.30 p.m.

Ships proposing to enter boats are requested to notify the Hon. Secretary, Royal Hong Kong Yacht Club, not later than noon, on the 23rd October.

R. J. VERNALL,
Hon. Secretary, R.H.K.Y.C.
Hong Kong, 24th Sept, 1929.

3. PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 30th day of September, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of title, Boundary Measurements, Locality, and other particulars.

As per sale plan, 5,100 sq. ft. (1.15 acre) (1.15 acre).

NEW AUCTIONEER (Limited) 10, Queen's Road Central, Hong Kong.

1. PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, September 27, 1929, commencing at 5.15 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection of POSTAGE STAMPS (Particulars from Catalogue).

On View now.

Terms:—Cash on Delivery.

LAMBERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction

ON

WEDNESDAY, October 2, 1929, commencing at 11 a.m.

at No. 4, Carnarvon Building, Kowloon.

A Quantity of VALUABLE HOUSEHOLD FURNITURE

and

A Few Pieces of Canton Blackwood Furniture.

Particulars from Catalogue.

On View from Tuesday, October 1, 1929.

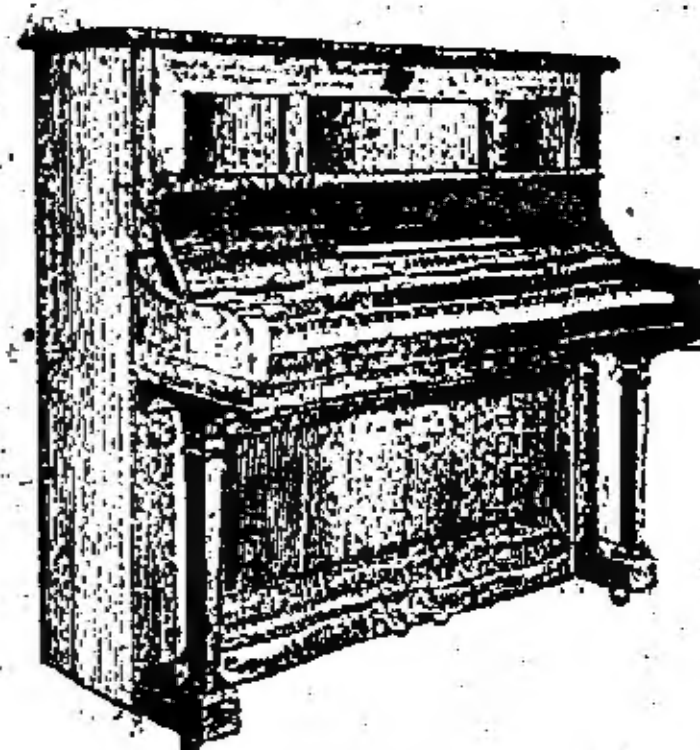
Terms:—Cash on Delivery.

LAMBERT BROS., Auctioneers.

Hong Kong, Sept. 25, 1929.

ANDERSON PIANOS

A piano is a proud possession.



To Possess a Piano is evidence of Culture

To Love Music is a commendable thing

MUSIC AND SONG CONTRIBUTE TO THE HEALTH AND HAPPINESS OF THE FAMILY.
GIVE US A CALL AND WE WILL ADVISE YOU IN SELECTION.

Anderson Music Co., Ltd.

G. FALCONER & CO., (HONG KONG) LTD

WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS

Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS, ROSS'S BINOCULARS and TELESCOPES, KELVIN'S NAUTICAL INSTRUMENTS, ENGLISH SILVERWARE, direct from Manufacturers. High Class English Jewellery.

SENSATIONAL RESULTS

OF A

REVOLUTIONARY CHANGE

IN THE PRODUCTION OF CAMERAS

PHENOMENAL DROP IN PRICE!

How is it possible to offer a high-class CAMERA at such a ridiculously low price?

1. By standardising the manufacture!
2. By concentrating all efforts on ONE PARTICULAR CAMERA only!
3. By MASS PRODUCTION!

THIS IS THE SECRET OF THE

"FOTH"

ROLLFILM CAMERA

2 1/4" x 3 1/4" (6 x 9 cm.)

with F.45 LENS and built-in SELF TIMER.

On sale at all the leading stores.

\$29.50 each.

The Whisky of Quality from the oldest distillers in the world

Haig



Consumers are requested to see that every bottle of John Haig Gold Label Whisky as supplied to us bears the foot label thus: "Glenfiddich & Co., Ltd. Sole Agents for Hong Kong"

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

St. George's Building, Ice House Street.

Tel. C. 135. HONG KONG.

NOW ON SALE

The New

VICTOR RECORDS

for

SEPTEMBER

Including Verdi's Most Popular Opera

"AIDA"

Complete on 19 Double-Faced Records
With 2 Albums & Libretto

\$62.70 Net.

Ask for a complete List

S. MOUTRIE & CO., LTD.

(Victor Distributors)

Chater Road.

RADIO

SETS & ACCESSORIES

OF

LATEST PRODUCTIONS

Inspection Cordially Invited.

THE WING ON CO., LTD.

MAN LOONG.

PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER

Best quality—Prompt attention to Exporters.

Office:—231, Queen's Road Central. Tel. C. 2530.
Factory:—2 Godown, Praya, Dundas St., Mongkok. Tel. K. 88.

"Enervin" enriches
the blood, feeds the
nerves, and invigorates
the entire system. It builds up
health and strength.

The ideal Tonic Wine

"ENERVIN" Tonic Wine is an ideal food for
starved nerves. It is a sure, safe tonic, and will
lift you out of exhaustion, depression, or debility,
and make you well.

"ENERVIN" is scientifically prepared from the
purest Douro Port Wine, with the addition of
health-sustaining and tonic properties of known
value to medical science.

"ENERVIN" is a protection against ill-health and
disease in a trying climate. It gives tone to the
system, and will help you to enjoy life.

take

ENERVIN
TONIC WINE

"It must do you good"

Obtainable from all licensed stores.

NOVEL DUEL

NO WEAPON BUT A DISPLAY
OF COURAGE

MENAGERIE LIONS' CAGE

Two Paris journalists revealed
themselves recently in the role of
lion-tamers. They went through
their task so gloriously that, if ever
journalism falls them, they need not
worry about a new means of liveli-
hood.

MM. Dalgara and Saladin, des-
pising the old-fashioned duel with
rapier or revolver, arranged a com-
pact to enter the lions' den at a
Montmartre menagerie, leaving it to
the proprietor and other experts to
decide which of them acquitted
himself the more nobly. There
were three occupants of the cage,
the gentlemanly lion Prince, and the
two fierce lionesses Cora and Betty.

The ball was opened by M. Sala-
din. He entered the den jauntily,
clutching a tamer's whip in his right
hand and his left nervously twitch-
ing a pencil in his waistcoat pocket.
Prince responded obediently to his
commands, but the two ladies did
not seem to be so frightened of the
scribe. Cora, indeed, caught him
vindictively with a claw, but the
resultant disaster was merely em-
barrassing for the journalist and
highly diverting to the onlookers.
M. Saladin's haste to leave the den
was not due to any craven fear of
its denizens, but to an overbearing
anxiety to reach the dressing room.

M. Dalgara, who followed, dis-
tinguished himself as well as his
confere had done. In this case,
too, it was only the females who
seemed to resent his intrusion.

The jury decided that so magni-
ficiently had each hero acquitted
himself that only a declaration of a
dead-heat was possible.

AFRICAN TRAVEL

INTERESTING ACCOUNT OF
TRANSPORT SYSTEMS

The first means of movement
common in Africa at the present
day is the human porter carrying
a load of perhaps 60 lb. His total
daily mileage capacity is 15 or
thereabouts, which gives a trans-
port capacity a day of rather less
than half a ton-mile. The charges
per ton-mile range from 5s. to 1s.
6d., depending upon conditions,
wages paid, &c.

The next stage in the transporta-
tion system of such countries as
South Africa is the use of pack
animals, with a load capacity of
200 lb. to 400 lb. and a daily mile-
age capacity of, say, 24. Assuming
that of this 24 miles, 12 to 18 only
will be under load, we get a daily
ton-mile capacity for pack animals
of 1 to 3, at a cost per ton-mile of
from 5s. to 2s. It is rather remark-
able that, according to such figures
as the Author has been able to col-
lect, the average cost per ton-mile
of pack animal transport tends to
be rather higher than the cost of
transport by human porter, indicat-
ing possibly an even lower standard
of existence for the human being
than for the animal. There may be
justification in some cases for the
use of pack animals for very short
distances, where the loads in-
volved are not large enough to
justify capital and other expendi-
ture on heavier and more economic
methods. In the Union of South
Africa the use of pack animals is
not widely spread, and is mainly
confined to very difficult and hilly
routes, where the expense of pre-
paring tracks suitable even for the
South African bullock wagon is not
justified by the volume of traffic
available.

Leading the World

The third stage in the trans-
portation system as known at pre-
sent is the animal-drawn vehicle,
and it is remarkable that in this
means of movement South Africa
probably leads the world. The
Author believes that in no other
country has animal transport been
carried to the pitch of perfection
which is common practice in the
Union. The taking of a 5-ton net
load across the most difficult coun-
try through steep and winding
drifts, over boulders, through river
beds and ravines, hauled by 16 or
more oxen all carefully trained to
work in unison—without which the
feat would be impossible—is a most
remarkable achievement, and under
similar conditions and difficulties
has probably never been excelled
elsewhere. In all probability the
bullock wagon of South Africa is
the most economic means of animal
transport that has been evolved up
till the present, or ever will be.
If we put the net load carried at
from 1 to 5 tons, the daily mileage
capacity at 16, the daily mileage
of ton-miles per day of from 8 to
60. Speaking from many years ex-
perience of South Africa, but with
no knowledge whatsoever of it dur-
ing recent years, the cost per ton-
mile is estimated at from 1s. 6d. to
9d. It is probably within the recol-
lection of many present that figures
very much lower even than 9d. per
ton-mile for bullock wagon trans-
port have been obtainable.

The Bullock Wagon

We now come, not perhaps to a
further stage in the transportation
system, but to what might be more
justly described as merely an alter-
native to the South African bullock
wagon, i.e., the mechanical vehi-

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/10 5/4
Bank, on demand	1/10 13/16
Bank, 30 days' sight	—
Bank, 4 months' sight	1/11
Credits, 4 months'	—
sight	1/11 3/4
Documentary 4 months'	—
sight	1/11 3/4
On Paris—	
On demand	1177 1/2
Credits, 4 months'	—
sight	1252 1/2
On Berlin—	
On demand	—
On New York—	
On demand	46 1/4
Credits, 60 days' sight	47 3/4
On Bombay—	
Wire	127 1/4
On demand	127 1/4
On Calcutta—	
Wire	127 1/4
On demand	127 1/4
On Singapore—	
On demand	81 1/4
On Manila—	
On demand	92 1/2
On Shanghai—	
On demand	84 1/4
30 days' sight (private paper)	—
On Yokohama—	
On demand	95 1/4
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	10.15
Silver (per oz.)	23 1/2
Rar Silver in Hong Kong	3% dis.
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native In- terest	7% p.a.
Chinese Sub. Coin	25 1/2% dis.
Hong Kong Sub. Coin Par.	—

LONDON EXCHANGES

London, Yesterday.	
Paris	123.865
New York	4.84 27/32
Brussels	34.875
Geneva	25.155
Amsterdam	12.08 1/2
Milan	92.65
Berlin	20.36
Stockholm	18.105
Copenhagen	18.215
Oslo	13.205
Vienna	34.46
Prague	163 1/4
Helsingfors	192 1/4
Madrid	32.815
Lisbon	108.20
Athens	375
Bucharest	816 1/2
Rio	5 1/2
Buenos Aires	47 7/32
Bombay	1/5 27/32
Hong Kong	1/11 1/4
Shanghai	2/3
Yokohama	1/11 3/4
Silver Spot & For- ward	23 1/2
—British Wireless Service.	—

cles designed to carry or haul about
the same load at one time. These can
only succeed in competition with the
bullock wagon if they can show
an economic advantage, and in
places like South Africa, where
animal transport has been carried
to such perfection, it is no easy
matter for the mechanical vehicle
to supplant it. While it must be
borne in mind that finally the one
and only criterion is cost, the
mechanical vehicle usually has an
advantage in speed which often in-
directly affects cost; it is also per-
haps more independent of seasons
than the bullock wagon, which is
only at its cheapest when feed for
the animals is available by the road-
side. Some advantage is gained
from the fact that the mechanical
vehicle can be kept at work for
longer periods, thus minimising
capital charges. In some cases,
especially with the lighter pneuma-
tic-tired vehicles, indirect savings
are effected by the fact that less
damage is done to the route. There
are few vehicles more destructive
to earth road surfaces than the
bullock wagon, and which are the
chief offenders, the wagons them-
selves or the bullocks, it is difficult
to say. There is only one transport
animal which improves instead of
deteriorating earth road surfaces
and that is the camel, due to the
fact that with a maximum load it
puts a pressure per square inch on
the ground of no more than 15 lb.
When we come to consider the ques-
tion of the cost of transport in its
widest aspects, it is essential that
we should realise that such cost
must include that of route upkeep.
Though the individual may not
fully appreciate this charge or the
extent of his necessary participa-
tion therein, it must always form
part of the cost of transport from
the national point of view, and any-
thing which can be done to
economise on route upkeep must
ultimately be of benefit to the com-
munity. —Lieut.-Col. Philip Johnson
in "Engineering."

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

T.T. on London	1/10 3/4
T.T. on Shanghai	85 1/4
Bank	
H.K. Bank	\$1245 b
H.K. London Reg.	\$131 1/2 n
Chartered Bank	\$19 1/2 b
Mercantile A. & B.	\$32 n
Mercantile C.	\$15 1/4 n
P. & O. Bank	\$90 1/2 n
Bank of East Asia	\$90 1/2 n
Insurance	
Canton Insurance	\$640 b
Union Insurance	\$352 b
North China Insurance	\$160 b
Yangtze Insurance	\$160 b
China Underwriters	\$2 n
China Fire Insurance	\$310 b
H.K. Fire Insurance	\$760 b
Shipping	
Douglases	\$27 1/2 n
H.K. Steamboats	\$25 1/2 n
H.K. Tugs & Lighters	—
Indo-Chinas (Pref.)	\$46 s
Indo-Chinas (Def.)	\$70 s
Shell Transports (old)	\$98/- n
Shell Transports (new)	—
Union Waterboats	\$22 s

Mining	
Benguet	\$3 1/2 b
Kailan Mining Ad.	\$60/- n
Langkats (comb.)	\$16 1/4 b
Langkats (single)	\$10 b
Shanghai Explorations	\$13 1/2 b
Shanghai Loans	\$5 b
Raubas	\$9 1/2 n
Tromb Mines	\$21/- b
Docks, Wharves, Godowns, &c.	
H.K. Wharves	\$139 b 140 sa
H.K. W. Docks	\$32 1/4 n
China Providents	\$4.70 b
Hongkows	\$181 n
New Engineerings	\$13 1/2 b
Shanghai Docks	\$148 b

Cotton Mills	
Ewo Cottons	\$21 s
Shanghai Cottons (old)	\$104 n
Shanghai Cottons (new)	\$76 n
Zoong Sings	\$12 1/2 n
Lands, Hotels & Buildings	
H.K. & S. Hotels	\$9.60 b
[9 1/2%] sa	
H.K. Lands	\$61 1/4 b & sa 61 1/2
Shanghai Lands	\$160 n
Humphreys' Estates	\$14 1/2 b
H.K. Realities	\$7.90 b
Chinese Estates	\$98 s
H.K. Territorials	—
Prince's Buildings	—

Public Utilities	
H.K. Tramways	\$13.30 b
[18 1/2%] s 18 1/4/- 30 sa	
Peak Trams (old)	\$11.80 n
Peak Trams (new)	\$6.05 n
Star Ferries	\$67 1/4 b & sa
China Lights (comb.)	—
China Lights (old)	\$13.15 s
China Lights (new)	\$12 1/2 b
China Lights 1928 issue	—
H.K. Electric (old)	\$62 1/2 b
H.K. Electric (new)	—
Macao Electric	\$23 b
H.K. Telephones	\$7.10 b
China Buses	\$15 b
Singapore Traction	\$11/- s
Singapore Pref.	\$20/- b
Sandakan Ltd.	\$2 1/2 a

Industrials	
China Sugars	95 cts. s
Malayan Sugars	\$27 n
Canton Ices	\$2 1/2 n
Cements (comb.)	\$9.40 b 9.45 sa
Cements (old)	\$7.70 b
Cements (new)	\$1 1/2 b
H.K. Ropes (old)	\$7.35 b
H.K. Ropes (new)	—
United Asbestos	\$5 b
Stores, &c.	
Dairy Farms	\$19 1/4 n
Watsons	\$11.90 b
Der A. Wings	80 cts. n
Lane Crawford	\$1 1/4 n
MacKintoshes	\$18 b
Sinceras	\$12 n
Wm. Powells	\$24 s

Miscellaneous	
H.K. Amusements	\$25 1/2 s
H.K. Constructions	\$1.40 s
B. Ind. G.S. Bonds	64 1/2% n
H.K. Govt. Loan	6 1/2% n prem.
Caldbeck Macgregor: Ord.	\$11 b
Caldbeck Macgregor: Pref.	\$10 b

"GOING AUTOMATIC"

JUBILEE OF THE ENGLISH
TELEPHONE

August marked the opening of
the public telephone service in Lon-
don 50 years ago when one of the
city exchanges modestly began its
operations with nine subscribers
while another was inaugurated by
a rival concern and was able to
boast of a dozen. To-day London
has 650,000 subscribers and is
steadily "going automatic."

The jubilee of the English tele-
phone system happens to syn-
chronize with the opening of a
seven-storied Telephone Exchange
building in the City which will ac-
commodate four new automatic ex-
changes, each of which will carry
4,000 lines to begin with. Seven-
teen big areas of inner and outer
London are already able to obtain
communication without the inter-
vention of the telephone girl and
six more will be added before the
end of the year.

One of the chief officials of the
London telephone service recently
said that the automatic system, in
spite of an occasional epidemic of
complaints, has justified itself for
no manual methods could cope with
the complexities of the London sys-
tem. It has also enabled the provi-
sion of a 24-hour service for rural
exchanges, which ordinarily serve
only a few scattered subscribers.

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flank this New Scenic Route
across CANADA

Cross Canada through the
heart of her mightiest moun-
tains by this scenic route of
the lowest altitude and easiest
gradient of any transconti-
nental line. View the wonders
of Jasper National Park, then
on to the east, where Niagara
Falls and other attractions
beckon.

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Paper, states:

"In insomnia of neurotic patients
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the same time it increases the body weight."

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with:

SANATOGEN
The True Tonic Food

Sport Columns

HOME FOOTBALL

TWO MORE MID-WEEK MATCHES

GRIMSBY IMPROVE AGAIN

London, Yesterday. Two more mid-week matches in the Football League were played today. Both were won by the team playing on its own ground. Neither, in its own division, had an immediate bearing on the leadership. Rather notable, however, was the victory of Grimsby (latterly promoted to the senior circle) over Huddersfield, the doubtful League fighters.

Results and tables:—

Division I.—Grimsby 4, Huddersfield 2.

Division III. (Northern section).—Accrington 3, Nelson 0.—Reuter.

THE LEAGUE TABLES

First Division										
	P.	W.	D.	L.	F.	A.	Pts.			
Arsenal	6	5	0	1	17	6	10			
Derby	6	4	1	1	13	6	9			
Middlesbrough	7	4	1	2	21	12	9			
Liverpool	7	4	1	2	10	9	9			
Birmingham	6	4	0	2	17	10	8			
Grimsby	7	3	2	2	14	13	8			
West Ham	7	3	1	3	18	15	7			
Manchester City	6	3	1	2	14	13	7			
Huddersfield	7	3	1	3	12	15	7			
Wednesday	5	3	3	2	13	13	6			
Blackburn	6	2	2	2	13	13	6			
Burnley	6	2	2	2	11	13	6			
Newcastle	7	3	0	4	15	21	6			
Manchester U.	6	3	0	3	9	13	6			
Liverpool	6	3	0	3	8	13	6			
Everton	7	3	1	3	12	12	5			
Aston Villa	6	2	1	3	10	15	5			
Leicester	6	1	2	3	12	12	4			
Sheffield U.	6	1	2	3	12	16	4			
Bolton	6	1	2	3	8	11	4			
Sunderland	5	1	1	3	6	9	3			
Portsmouth	7	0	3	4	14	13	3			

Division III. (North)

	P.	W.	D.	L.	F.	A.	Pts.
Port Vale	6	5	0	1	23	5	14
Stockport	6	4	2	0	22	5	10
Rochdale	6	4	1	1	12	7	9
Accrington	7	3	3	1	18	11	9
Darlington	7	4	1	2	21	14	9
Crawley	6	4	0	2	13	5	8
Tramcar	7	3	2	2	18	14	8
S. Shields	6	4	0	2	9	9	8
York	7	2	3	2	9	10	7
Rotherham	6	3	1	2	11	12	7
Doncaster	8	3	1	4	8	14	7
Southport	6	2	2	2	11	13	6
Lincoln	6	4	2	0	9	11	6
Carlisle	6	2	1	3	13	13	5
Grimsby	6	2	1	3	7	8	5
Barrow	6	2	1	3	12	18	5
Wrexham	6	0	4	2	6	9	4
Hartlepool	6	0	4	2	5	11	4
N. Brighton	7	2	0	5	5	19	4
Wigan	6	1	1	4	3	9	3
Hullfax	8	1	1	6	7	13	3
Nelson	7	1	1	5	7	23	3

WATER POLO

KOWLOON "B" DRAW WITH NAVY

CHINESE GAME POSTPONED

Playing in the Water Polo League yesterday at the V.R.C., the Kowloon "B" drew with the Royal Navy; the scores being 5 goals each.

The game scheduled between the V.R.C. "B" and the Chinese "B" was postponed.

BOXER'S LAW SUIT

GENE TUNNEY FILES COUNTER SUIT

\$100,000 DAMAGES ASKED

Bridgeport, Conn., Yesterday. The ex-heavyweight champion Gene Tunney has filed a counter suit to the action by Mrs. Fogarty.

Tunney denies the truth of Mrs. Fogarty's complaint, and asks for a hundred thousand dollars as damages.—Reuter's American Service.

[Mrs. Fogarty has filed a suit for alleged breach of promise.]

FRENCHMAN BEATEN

ITALIAN WINS FEATHER-WEIGHT CHAMPIONSHIP

ON POINTS ONLY

Hartford, Conn., Yesterday. In a bout for the world's feather-weight championship, the Italian-American, Battalino, beat the French title holder, Routin, on points.—Reuter's American Service.

HOW SCOTT WON

NARROW MARGIN IN GRUELLING CONTEST

TERRIFIC ONSLAUGHT

New York, Yesterday. Phil Scott, the heavyweight champion of Britain, defeated Victorio Campolo on points in a ten-rounds contest last night.

Scott's victory puts him in line for the world's championship.

Later.

25,000 spectators witnessed the contest. Scott, in the greatest light of his career, won a gruelling contest by a narrow margin. The first to the ninth rounds were very even, but in the final round Scott clinched the verdict with a terrific two-fisted onslaught. The referee voted Campolo the winner, but the two judges gave the Englishman the verdict.

Scott must now be regarded as one of the outstanding contenders for Tunney's title.

In the first round, the Argentinean landed a right to the jaw, Scott on his own admission taking seven rounds to recover from the effects of the blow. Scott gained confidence. His persistent left jabs, coupled with a scientific defence, found Campolo vainly seeking an opening. Scott with a series of lefts and rights to the body tied up his opponent and in the clinches followed with a magnificent right to the jaw. Scott gained the sixth by a narrow margin, and added further points in the seventh with a left and right to the jaw.

Scott sent Campolo to the ropes with a powerful right to the body in the eighth. Campolo came back with a smashing assault of body blows and right swings to the stomach. Scott retaliated with his left to the point and a right hook to the body. In the ninth both slackened through their previous efforts, until Scott, in a great rally in the final round, landed three right hooks to the face and in a spirited finish a series of wicked rights and lefts to the face and ribs.—Reuter's American Service.



Look at the top of the batting averages of the National League and whose names do you find? Lewis "Had" Wilson, left, and Rogers Hornsby, inset, is that right? You just can't let it be right. Between them, they are one of the chief reasons why the Chicago Cubs are leading the league and bid fair to win the flag this year. Hornsby, at the keystone sack, may have superiors in the field, but has few when it comes to lacing out those long hits. Hack covers plenty of ground in the center garden and knocks the cover off the ball with regularity.

TENNIS

C.A.A. TOURNAMENT—SINGLES FINAL

LIM BONG-SO WINS

Lim Bong-so, the Straits player, defeated T. Honda yesterday in the final of the Singles in the C.A.A. Tournament at the North Point Stadium.

The visitor played an excellent game and his superiority over Honda is demonstrated by the score, 6-3, 6-2, 6-3.

The final doubles match is to be played at the North Point Stadium this afternoon when the Rumjahn meet Lim Bong-so and John Lim.

LADIES' CHAMPIONSHIP

Draw For Singles and Mixed Doubles

The following is the result of the draw for the Ladies' Open Singles Championship:

1st Round.—(A), Mrs. Higgins v. Miss P. Heney, Miss F. Heney v. Mrs. Tottenham, Mrs. McEw v. Mrs. Taylor, Mrs. Lowe v. Mrs. Parsons, Mrs. Beamish v. Mrs. Eberington.

Byes.—Mrs. Miles v. Mrs. Gull, Miss Heard v. Miss Lo, Mrs. de Linde v. Winner of "A", Mrs. James v. Mrs. Dook, Mrs. McLellan v. Mrs. Chiu Chun-eh, Mrs. Taylor v. Mrs. S. Blaise.

The first round must be completed by October 7 and the byes by October 14.

Mixed Doubles

The draw for the Semi-Open and Mixed Doubles is as follows:

1st Round.—(A) "Batt" and Mrs. Haslam v. M. M. Watson and Mrs. Timson, (B) C. H. Bradley and Mrs. Bradley v. C. A. de Linde and Mrs. Kerich.

Byes.—S. S. Parsons and Miss F. Heney v. H. Nyhoff and Mrs. Blaise, G. Sewell and Mrs. Beamish v. T. L. Mathias and Mrs. Parsons, W. G. Fisher and Mrs. Fischer v. H. V. Parier and Miss Stanion, W. H. Bourne and Miss Brown v. Winners of "A", W. A. F. Kerich and Mrs. de Linde v. Winners of "B", H. T. Scull and Miss P. Heney v. J. H. Montgomery and Mrs. Taylor, E. G. Grigor and Mrs. Grigor v. E. D. Lawrence and Mrs. Miles, E. C. Etherington and Mrs. Etherington v. R. James and Mrs. James.

The first round and byes must be finished by October 7.

PUBLIC HEALTH

MEDICAL EXAMINATION OF CHINESE

REPLY TO AGITATION

The suggestion of Dr. H. K. Hu, Commissioner of Public Health for Greater Shanghai, for the establishment of an office for the examination of epidemic diseases so that there will be no necessity for foreigners to appoint medical officers in Shanghai to conduct physical examinations of Chinese passengers wishing to go abroad is meeting with all round approval in Chinese circles.

Dr. Hu, it will be recalled, recently submitted a petition to Gen. Chang Chun, Mayor of Greater Shanghai, requesting the latter to lodge a protest against American doctors conducting examinations of Chinese desiring to enter the United States.

In the course of a letter which they have addressed to the Commissioner, the Overseas Affairs Committee say that the American Government professes friendship towards China but, at the same time, she is enforcing an anti-Chinese policy in forbidding Chinese to enter the Philippine Islands from Amoy and in demanding that all Chinese desiring to enter America must board ship either at Hong Kong or Shanghai only after they have undergone a strict medical examination. One cannot realise the numerous instances of ill-treatment a Chinese passenger receives unless one actually has had experience.

The worst of these cases, the letter says, is that all Chinese passengers who return from America by Dollar steamers are not permitted to land in Shanghai, which is part and parcel of the land of their fathers. This is an open breach of China's sovereign rights and is an insult to the Chinese people. The Committee, which has been formed for the purpose of assisting the Government in the emancipation of Chinese overseas from foreign aggression, can no longer remain silent in this matter nor can they allow the limitation of Chinese emigration by the American Government so they have requested the Central Government to lodge a strong protest with the American Government and to demand the cancellation of these regulations.

In conclusion, the Committee says that it much appreciates Dr. Hu's suggestion that offices should be established in Shanghai and other places in China for the examination of epidemic diseases so there will be no grounds for the appointment of American medical officers to examine Chinese passengers in China and to forbid the landing of Chinese passengers in Shanghai.

An official of the Dollar Company stated that it was untrue that Chinese passengers were ill-treated and that Chinese were forbidden to land in Shanghai while passing through from America to Hong Kong, in accordance with the U.S. medical regulations, American passengers and others bound from Hong Kong to the United States, as well as Chinese, were not permitted to land in Shanghai so there was no question of discrimination.

FIGHTING MALARIA

The "cold storage" of British troops in India—the withdrawal of as many as possible from malarious stations to the hills during the infective season—is the new method employed to lessen malaria attacks. Lieutenant-Colonel J. Mackenzie, who was Director of Hygiene and Pathology at Army Headquarters, India, writing on "Army Health in India," gives a history of the evolution of preventive medicine in the East from the beginning of the Nineteenth Century.

Writing of malaria, Colonel Mackenzie states that throughout the civilisation of the past the "captain of the armies of disease" had taken incalculable toll of human life and treasure, destroyed armies, depopulated cities, arrested the development of vast territories, and brought Empires to decay. The number of his victims was beyond computation. In India alone 100,000,000 were attacked every year, and the annual

WATER RETURN

Level and Storage of water in Reservoirs on September 1, 1929:—CITY AND HILL DISTRICT WATER WORKS.

	1928	1929
Tydam	21' 5" B	L
Tydam Byewash	15' 8" B	L
Tydam Intermediate	L	L
Tydam Tuk	6' 0" B	12' 7" B
Wong Nei Chung	19' 5" B	4' 1" B
Pokfulam	14' 0" B	1' 9" B

(Note: B denotes "Below Overflow"; A denotes "Above Overflow"; L denotes "Level with Overflow.")

Storage in million and decimals of gallons

	1928	1929
Tydam	227.15	354.50
Tydam Byewash	5.25	22.37
Tydam Intermediate	195.90	195.90
Tydam Tuk	1,273.00	1,128.75
Wong Nei Chung	12.62	25.19
Pokfulam	35.00	62.14

Total 1,749.93 1,819.15

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of August.

	1928	1929
Consumption	325.52	189.65
Estimated population	424,820	435,140
Consumption per head per day	24.8	14.0

Includes 50 M.G. from Taikoo Dam.

Full supply in all Ruder Main Districts during August 1929, with the exception of the districts West of Garden Road where an Intermittent Supply was given from 1st to 8th August, 1929.

August, 1929.

From 1st to 7th inclusive there was a supply of street fountains only, from 6 a.m.—6 p.m.

From 8th to 18th inclusive an Intermittent Supply of 2 hours daily in all Ruder Main Districts was operated. Principal Mains closed 7 p.m.—6 a.m.

From 19th to 31st inclusive a 12 hours supply (6 a.m.—6 p.m.) was given to all Ruder Mains Districts. Principal Mains closed 6 p.m.—6 a.m.

KOWLOON WATER WORKS

	1928	1929
Kowloon Reservoir	1' 7" B	L
Shek Lai Pui Reservoir	1' 1" B	L
Reception Reservoir	0' 1" B	L

Storage in million and decimals of gallons

	1928	1929
Kowloon Reservoir	335.15	352.50
Shek Lai Pui Reservoir	115.10	78.44
Reception Reservoir	32.93	33.15

Total 483.18 464.09

Consumption of water in Kowloon in millions and decimals of gallons during the month of August.

	1928	1929
Consumption	113.94	117.30
Estimated population	116,540	171,580
Consumption per head per day	22.1	22.0

Full Supply in all districts during August, 1928 and 1929.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to August 31, 1928, 65.97; 1929, 57.10.

Half of the dead was from one and a half to two millions.

Problem Not Insoluble

A study of the statistics of the last 100 years led irresistibly to the conclusion that, allowing for certain factors, the outline of the medical history of the British Army in India was, in the main, the curve of malaria incidence. Cholera had come and gone, enteric fevers had risen and declined; malaria remained.

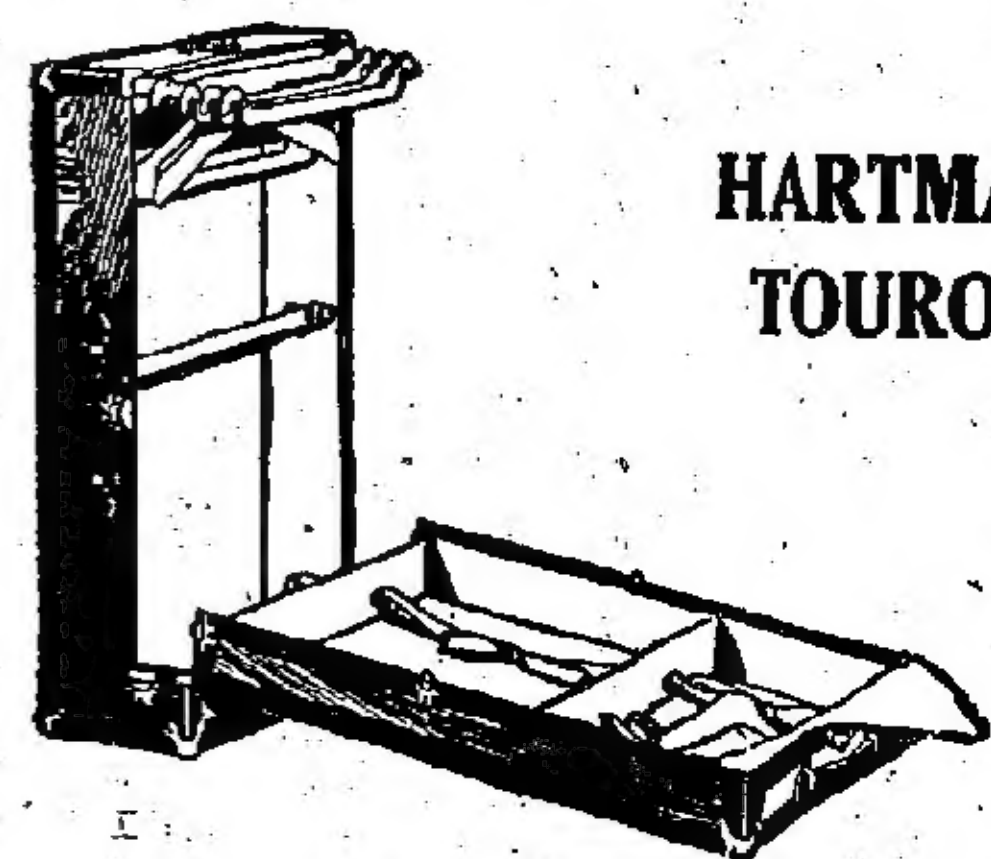
"Cold storage"—introduced in 1925, and partial mosquito-proofing, carried out in 1926, had, however, shown that the problem was not insoluble.

The author shows how, with more efficient organisation and research, the health of the British Army in India has greatly improved in recent years. Climate, he states, was not responsible for the prevalence of diseases now spoken of as "tropical" and regarded as more or less inevitable. The "burning, implacable sun" was not guilty. What was responsible was failure to apply those health measures which had abolished the same diseases from England.

From now on, Scotland Yard's Flying Squad will be more than doubled, and within a week it will have a fleet of the fastest motor-cars on the road, equipped with the latest type of wireless apparatus.

A total sum of \$1,461,114 has been granted for schemes of research and economic investigation since the inception of the Empire Marketing Board in 1926.

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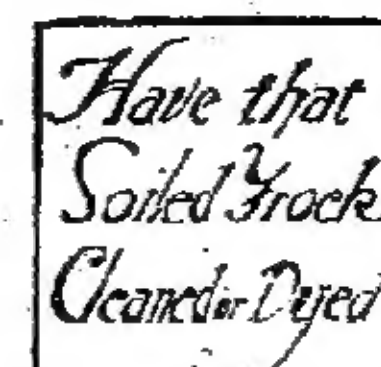
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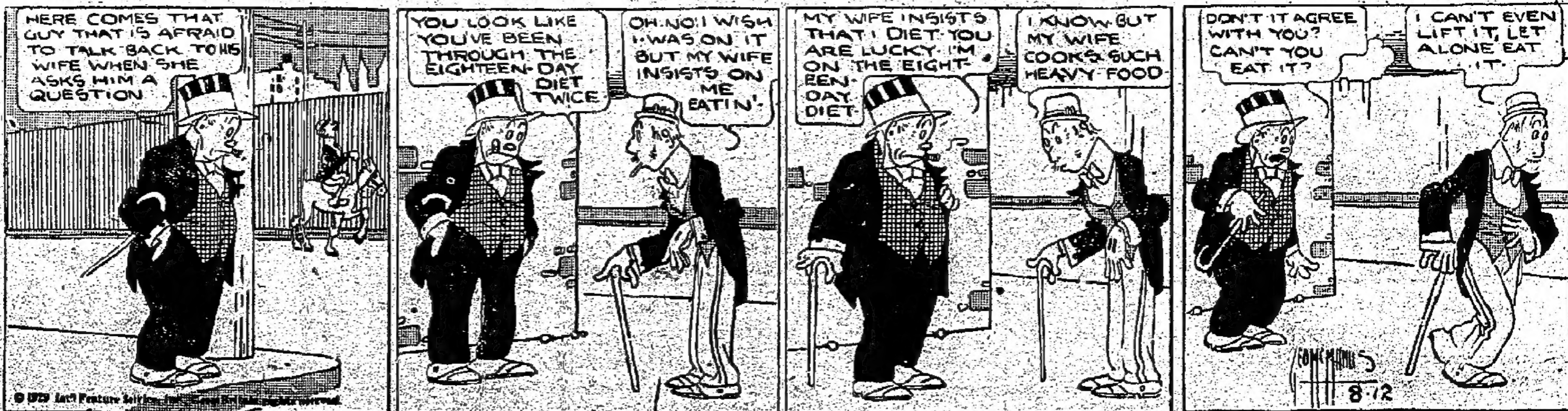
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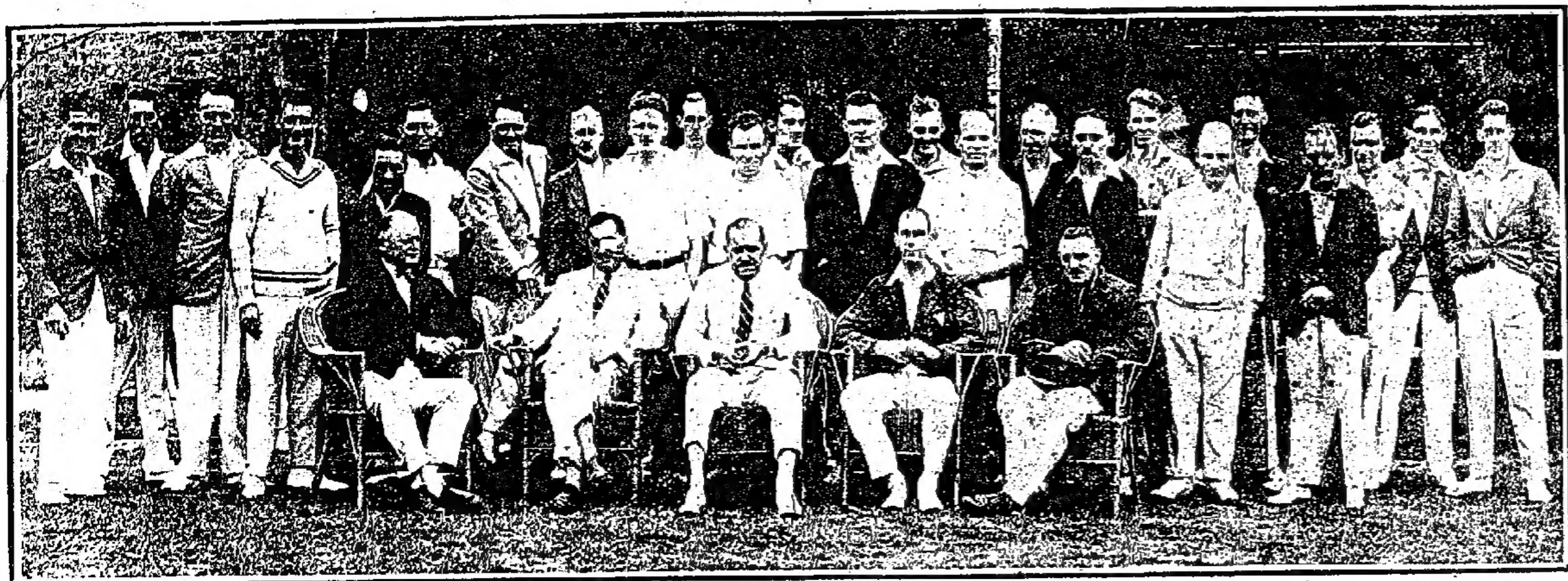
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World News In Pictures

"Specials" And Regulars of Police Compete in Cricket and Tennis.



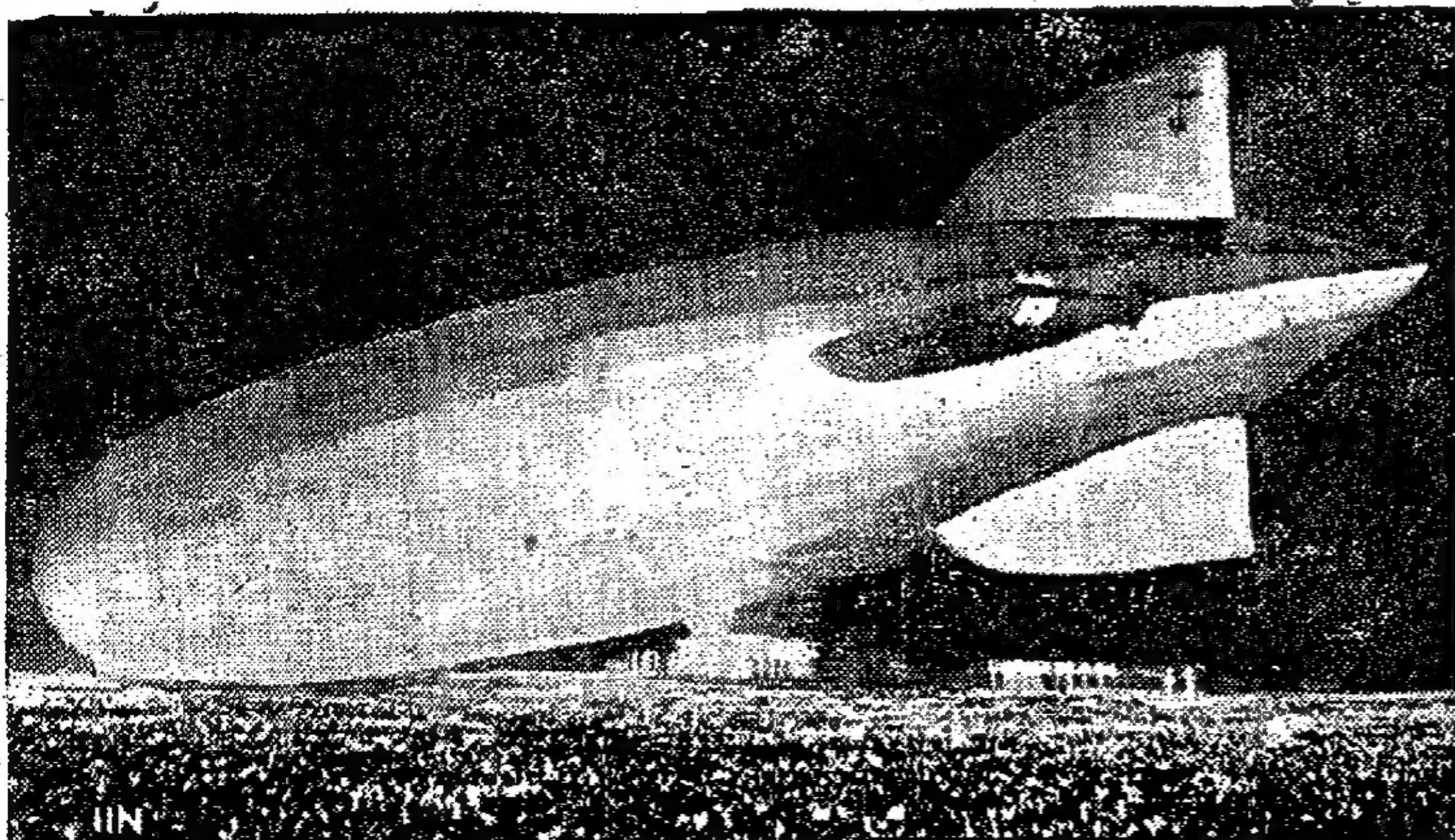
The annual tennis match between the "Specials" and regular members of the Shanghai Municipal Police was held on a Sunday morning, when the Regulars won by 11 sets to 10. In the afternoon, the "Specials" beat the Regulars at cricket by three wickets. The above photograph shows both teams, those sitting in the front row, left to right, are: Assistant Commissioner of Police W. J. Gande (Specials), Asst. Com. F. L. Wainwright, Commissioner R. M. J. Martin, Superintendent R. G. Herbert (Specials) and Asst. Commissioner E. C. Baker. (Ah Fong).

Liggett Accused



Louis K. Liggett (above) of Boston, Mass., has been accused of slander by former Mayor James M. Curley of the same city. It is alleged by Curley that Liggett made statements to the effect that the former Mayor circulated anti-Catholic literature during the last campaign.

Like Ghost in the Night



Her great gray body shimmering in the flood lights of the Navy field at Lakehurst, N.J., the "Graf Zeppelin" slipped over the heads of the thousands who went to bid her "Bon voyage," at the start of her history-making world tour. Her motors humming smoothly, the "Queen of the Air" rose her way northward.

Japanese Prince III



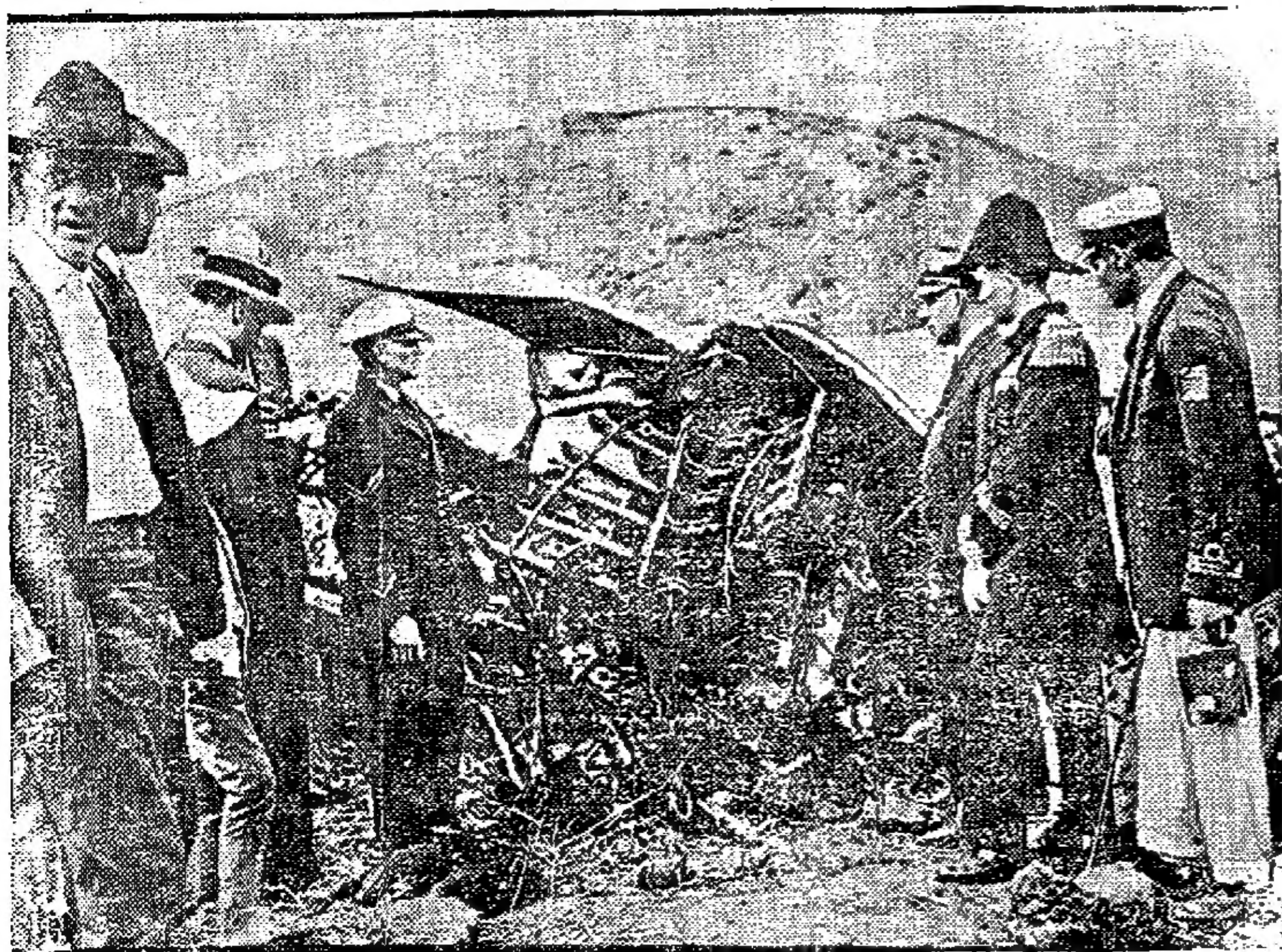
Prince Takamatsu (above) brother of the Emperor of Japan, has been taken to the Naval Hospital at Tokyo suffering from a serious attack of appendicitis.

New Papal Secretary



Cardinal Justinian Szefer, President Apostolic Archdiocese of Hungary, is reported to have been selected as the new Papal Secretary of State, succeeding Cardinal Gasparri. Cardinal Szefer is an authority on Canon law and has often been called upon to settle puzzling questions concerning it.

Tragedy For Polish Flyers



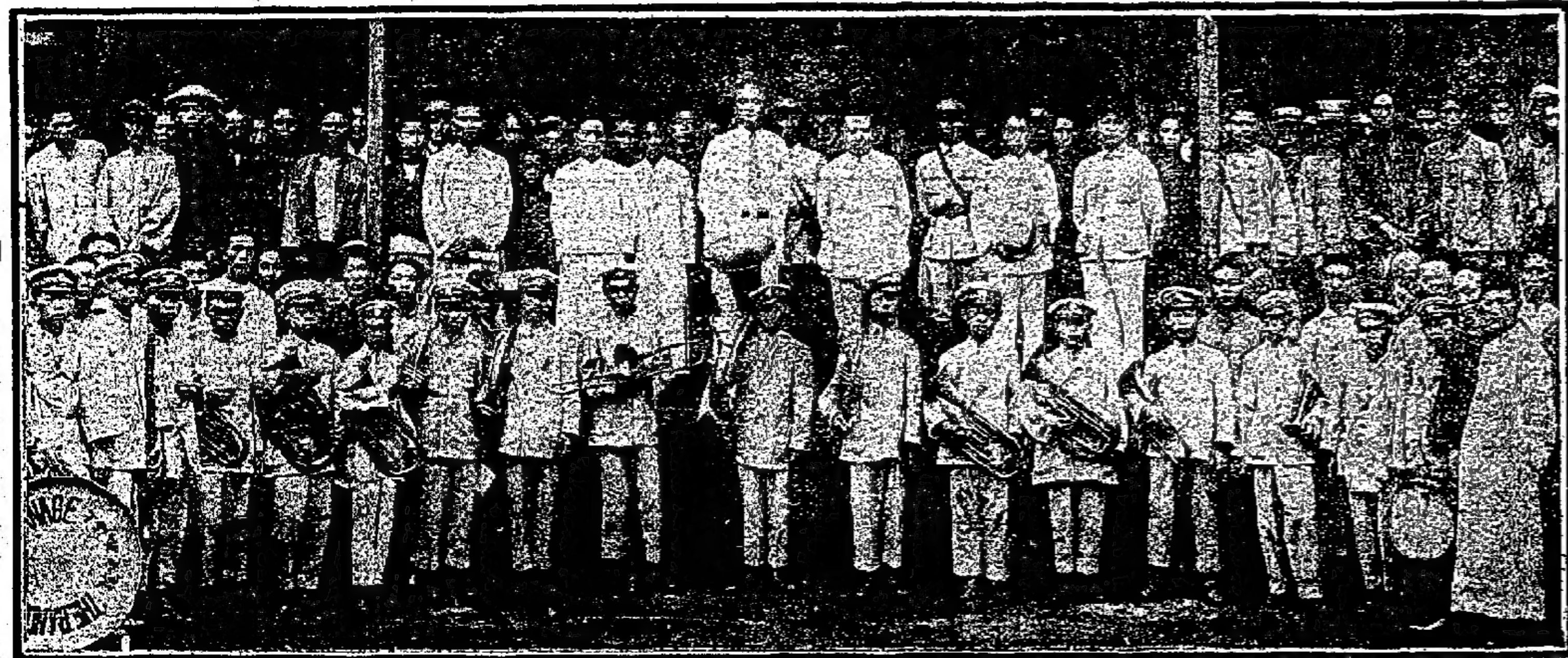
This twisted mass of wreckage is all that remained of the proud plane "Major Pilsudski" which crashed on Graciosa Island, Azores. Major Idzikowski lost his life and Major Kubala, co-pilot, was severely injured. The Polish flyers were attempting a non-stop flight from Paris to New York.

Saw Death Struggle



Mrs. Maxine Heath, wife of John M. Heath, on whose yacht it is alleged Richard J. Sandlands, Federal Prohibition Agent, met his death, witnessed the death struggle between her husband and the officers. Mrs. Heath claims that the agent boarded the yacht without proper credentials. Police are now looking for her husband.

Director of Arsenal Assumes Duty



An inaugural ceremony was held at the Kiangnan Arsenal, outside Shanghai, when Mr. Kwank Zung-ung was formally installed into office as Director. A large number of representatives from various official and other organizations were present to extend "welcome" to the new director and to say "farewell" to the retiring director, General Chang Chun. The Band of the Shanghai Orphanage was in attendance. (Chung Hwa Studio).

Widow Loses Fortune



Mrs. Bula Groker, widow of Richard Groker, former Tammany leader, will lose a fortune of five million dollars if a decision made in Florida by Circuit Judge C. E. Chillingworth is sustained by the higher courts. The suit involves property in West Palm Beach and Palm Beach and the decision will be appealed by Mrs. Groker.

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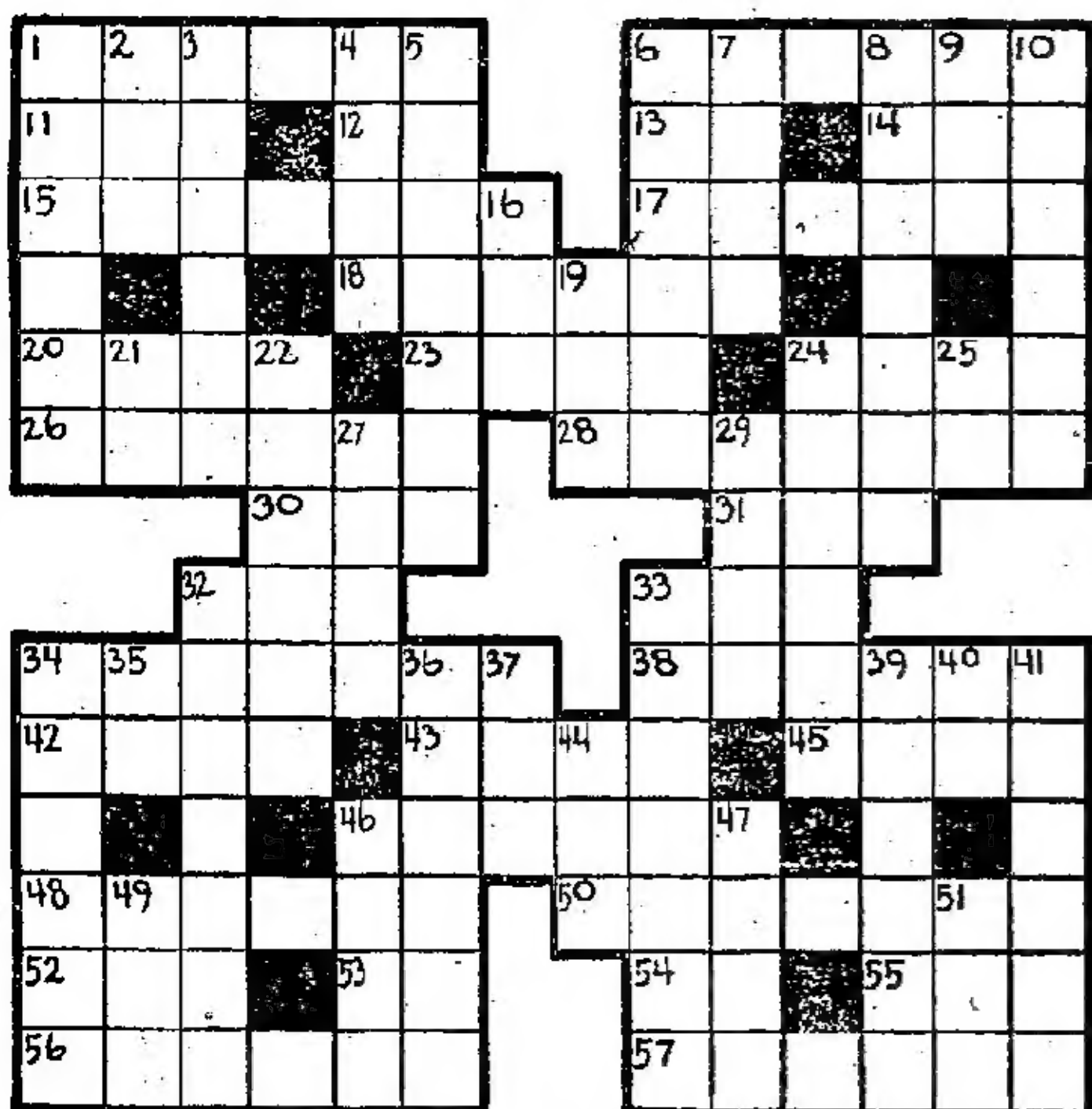
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as haberdash, piano, and alto.)



HORIZONTAL

- 1—A kind of two-wheeled cab
- 6—A public way
- 11—Girl's name
- 12—To act
- 13—Chemical symbol for tellurium
- 14—To poke into
- 15—Reflects
- 17—More willingly
- 18—To cry in a snuffling manner
- 20—Female sheep
- 23—Suffix denoting inflammation
- 24—A mountain range, W. China
- 26—A French revolutionary leader
- 28—To assume interest in
- 30—Algebra (abbr.)
- 31—A type measure (pl.)
- 32—To feel sick
- 33—A small river duck
- 34—To remove from one country to another
- 38—Long-legged wading bird (pl.)

HORIZONTAL (Cont.)

- 42—Once (Sot.)
- 43—To pile up
- 45—Delay (Civ. Law)
- 46—The tip of the ear
- 48—Giving aid
- 50—To propose or telugum
- 52—S. African antelope
- 53—Prefix—same as "ob"
- 54—Toward
- 56—A golf term
- 56—To ensnare
- 57—A devotional prayer

VERTICAL

- 1—Chanced
- 2—Bustle
- 3—A Norwegian article
- 4—Lyric poems
- 5—Early part of day
- 6—Tension
- 7—A small river duck
- 8—An ancient city in W. Asia Minor
- 9—Sooner than
- 10—County in Ulster province, Ireland

VERTICAL (Cont.)

- 16—To rest
- 19—To strive for superiority
- 21—West Africa (abbr.)
- 22—A series of steps
- 24—A native Oriental drum
- 25—Exists
- 27—Wide-mouthed earthenware jar
- 28—A fuel used in Ireland
- 32—A thing to be done
- 33—A coarse grass of N. Africa
- 34—To conduct
- 35—Intro
- 36—A roof of straw
- 37—Ever (poet.)
- 38—Mechanical men
- 40—Chemical symbol for krypton
- 41—A cotton fabric with a glossy surface
- 44—A high mountain
- 46—A son of Seth (Bible)
- 47—Needy
- 49—A tavern
- 51—Combining form—"new"

HONG KONG HOTEL VISITORS

September 24, 1929.

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YESTERDAY'S SOLUTION



Messrs. Victor Smith, Frank Strahan, H. Seeger.
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Messrs. Yung and Sun.

CIVIL AVIATION

ARE WE LAGGING
BEHIND?

EXPANSION NEEDED

It is satisfactory to note that the British and French Ministers for Air have reached an agreement for mutual co-operation in the development of air transport in Africa, the Middle East, the Far East, and South America, while just before Parliament rose it was announced that a Civil Aviation Consultative Committee had been appointed "To examine and report to the Secretary of State for Air on questions relating to the development of Civil Aviation in the British Empire," writes Harold Cox in the "Sunday Times." These are wise steps on the part of the Government. England is undoubtedly lagging behind foreign countries in the development of civil aviation. Striking figures on this point are given by Brigadier-General Groves in an address published in the July issue of the journal of the Royal Institute of International Affairs: General Groves states that in the year 1928 the number of miles flown commercially by Great Britain was 950,000; by France, 4,500,000; by Germany, 6,750,000; and by the United States, 10,472,000.

To some extent this contrast may justly be attributed to geographical considerations. In spite of the development of seaplanes it still is more convenient to fly over land than over sea. Consequently it is natural that continental countries should turn to systems of air transport more rapidly than the inhabitants of a sea-girt island. But the question remains whether we can afford, from the Imperial and from the international points of view, relatively to neglect this modern method of locomotion. How far we are behind our continental neighbours may be gauged from another comparison of figures given by General Groves, who says that to-day Germany is flying some 45,000 miles daily, as against our daily average of 5,000 miles, including the weekly service by Imperial Airways to Karachi.

Croydon to Karachi

As regards that important service several complaints have been made in the Press lately that the British public is not availing itself, as it ought to do, of the advantages that the service offers. Reciprocally some people are complaining that the service is defective. The latter charge is strongly challenged in a recent issue of the Calcutta "Statesman." In a leading article the "Statesman" says: "We see no reason for despondency over the air mail service between Croydon and Karachi. Letters between India and England have already reached some 25,000 a week each way."

The same paper also publishes a most tempting personal record of flight from Croydon to Karachi. The writer left Croydon on June 29 at 10.30 a.m., and reached Karachi at 3.30 p.m. on July 6—just seven days in the air, the nights being spent on terra firma. On the first day the passengers were deposited at Basle for dinner; then, in order to avoid the Alps, went on by a night train to Genoa. They left Genoa the next morning in a flying boat, "with air cushioned seats and comfort itself"; landed in the afternoon at Naples and had time to spare for an excursion to Vesuvius. On July 1 they started early, crossed the heel of Italy, landed in the island of Corfu for lunch, reached Athens in the afternoon, and spent a pleasant evening visiting the principal sights of the city. The next day they went onwards via Crete to the nearest port in Italian North Africa, and on succeeding days along the African coast to Alexandria, across the Suez Canal to Palestine, across the Dead Sea to Bagdad, and from Bagdad south to the Persian Gulf, and then along the coast to Karachi. This jubilant diarist states that for the greater part of the way no vibration was perceptible, and that one could read and write in perfect comfort.

Progress in America

It is worth while to give publicity to this personal experience, for very few people in England have yet realised how comfortable air travel is becoming, and civil aviation cannot become a commercial proposition until the general public acquires the desire to travel by air. In all countries civil aviation is still being subsidised by the State, but in proportion to the amount of traffic the subsidies are less in other countries than in Great Britain. Indeed in the United States aviation has become so popular with the public that the Government has been able to hand over many lines to private enterprise, these, though wholly subsidised, are paying a fair return on the invested capital. That is indisputably the goal to aim at, but in England we are a very long way from it yet. Meanwhile the rapid development of civil aviation by other countries creates a danger that we cannot safely ignore. In spite of the League of Nations, war still remains a possibility, and the issue of the next war will almost certainly be decided, not by the

foot soldier or the battleship, but by aircraft. Since the Great War the capacity of aircraft to carry and drop bombs has enormously increased. Bombing as a method of warfare was only beginning then; to-day the principal continental powers probably all have a sufficient supply of aircraft to be able to drop over England day after day at least as many bombs as were dropped during the whole of the Great War. This, at any rate, was the estimate, made as far back as 1926, of Sir Samuel Hoare, then Minister of Air, and since then the air power of Germany, France, and Italy has immensely expended.

War Dangers

It has to be realised that commercial airplanes and seaplanes can at very short notice be converted into fighting planes. No international agreement, no Geneva regulation, can rule out this danger. Indeed, the Italian Government is quite frankly regulating the construction of aircraft so that all civil aircraft may easily and quickly be converted into military aircraft. On this point General Groves quotes a decree issued early in 1927 by the Italian Air Minister. From the military point of view the world is to-day in much the same position with regard to aircraft as it was in earlier centuries with regard to sailing ships. In those days there was no very great difference between a ship built to carry cargo and a ship built to carry guns. And it was because England, being an island, had to maintain a relatively large mercantile marine that on the outbreak of each war she was able to produce a sufficient naval force to hold the seas against the continental services. A new situation now faces us. Air power reduces the importance of sea power, and England cannot afford to risk the danger of permitting the absolute control of the air to pass to countries that might again be her enemies.

That is the military argument for the development of civil aviation, and it is an argument that cannot be ignored. But the civil arguments in favour of the development of civil aviation are by themselves quite strong enough to justify prompt public action. Air travel opens up possibilities of which as yet we can only dimly see the beginning. But so far as the British Empire is concerned we can already see clearly enough the great services that well-organised air routes would render. Unlike the home county, which is small in size, plentifully supplied with roads and railways and surrounded by the sea, large parts of the Empire are great continental areas that still need opening up. To build a sufficiency of railways and roads would be a slow and very expensive process. Commercial aircraft could supply almost at once the necessary means of communication at a relatively insignificant cost.

HUSBAND MURDER

WHOLESALE ARREST OF WIDOWS

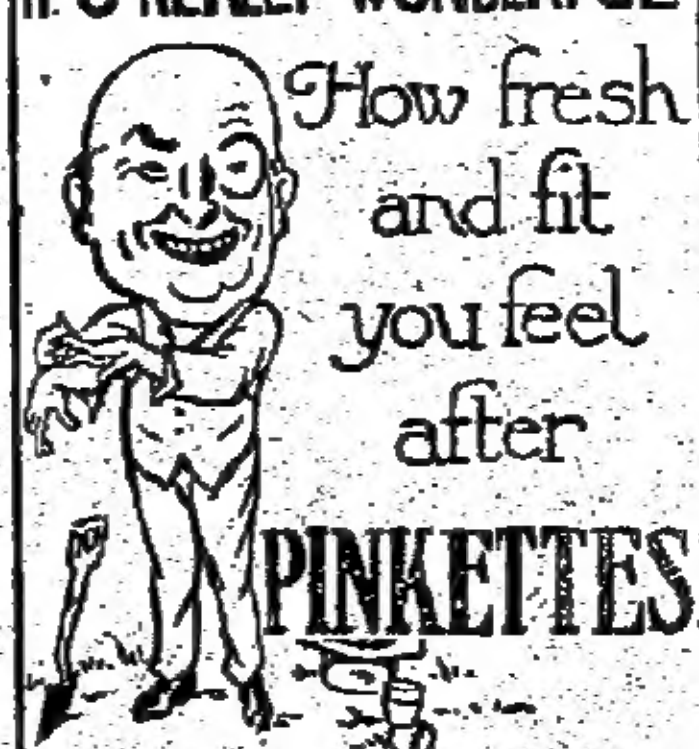
In the village of Tizakurt, in the province of Szolnok, an amazing story of alleged wholesale husband-murder has come to light.

The number of widows arrested in this and neighbouring villages on the charge of poisoning their husbands has reached the fantastic total of ninety-eight.

Most of the crimes are alleged to have been committed at various times during the past fifteen years by means either of arsenic or of toxic stools, served as mushrooms, but in some cases rat-poison was used.

Persistent gossip led to an investigation recently, with the result that twenty-two arrests were made. Several of the women are stated to have confessed after arrest.

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WOMAN WAR SPY

MASTER MIND OF GERMAN ESPIONAGE

IN SWISS ASYLUM

The mystery concerning the identity of the famous German woman war spy, who up to now has been referred to as Mlle. Docteur in France and as Mrs. Captain Heinrichs in England, has been cleared up. A few weeks ago the doors of a Swiss insane asylum were closed on Anne Marie Lesser, whose "master brain of the spies," as Colonel Nicolai, chief of German espionage, called her, was ruined by the excessive use of morphine in post-war years.

The daughter of a well known Berlin art dealer and art collector, Lesser, and of an Italian-born mother who came from Brion, she discovered her talent at the early age of 17 years by mere accident. Accompanying her father to St. Petersburg, a German military attaché with whom she became friendly told her he was endeavouring to get Russian guns made at the Putilov works which were in the hands of a Russian General with whom her father was dealing. Under the pretence of copying a certain painting, Fraulein Lesser copied the plan and the thrill she got from this adventure induced her to devote herself exclusively to espionage.

Aptitude for Spying

Coached by general staff officers, she developed an aptitude for the work, being greatly assisted by her unusual intelligence and her command of foreign languages. After the outbreak of the World War she began to work independently. During the war she went repeatedly to France and England to organize the German espionage system. Among her agents was the dancer Mata Hari, who was put to death by a French firing squad during the war. During one visit to Paris, where she went to give the chief agent, M. Coudyria, direct instructions, she was denounced to the French authorities by M. Coudyria's jealous fiancée, but escaped. She returned to Paris a few months later and received valuable documents from the Rumanian dancer, Rene Colosse, which she decided to take to Berlin personally.

She was stopped at the Swiss border and was escorted by a soldier. She followed, apparently willingly, but when out of earshot of the soldier's companion drew a concealed revolver and shot the guard dead. The next morning she appeared on the Swiss side and another guard was found dead at the border.

Her parents died during the war and left her a large fortune, which proves she was not after money but loved intrigue more than life. When the war and its excitement ended she took to morphine, which completely undermined her body and mind, and, although only 34, she is dead to the world.

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WAR'S FIRST SHOT

FIRE BY CPL. THOMAS, OF IRISH DRAGOON GUARDS

Wherever ex-Servicemen gather, when discussing turns to military matters, there is always a difference of opinion as to who fired the first British shot during the War. According to Lieut-Colonel N. G. Thwaites, C.B.E., in an article in a recent issue of the "Ypres Times," the honour of firing the first shot of the British Army belongs to Corporal Thomas, of "C" Squadron, 4th Royal Irish Dragoon Guards.

In an interesting resume of the early actions of the Irish Dragoons, the writer says that early in the morning of August 22, 1914, "C" Squadron moved forward along the main road towards Soignies. The Germans were moving southward toward them from the direction of Brussels.

At 6.30 a.m. contact was made with the head of the German column, and near the village of Casteau the Dragoons halted and sought cover. The advancing files

were ordered to retire in the hope that the enemy patrol would be tempted to follow them. A number of Uhlands came down the road. An ambush was prepared, but at the last moment the Germans turned and fled. It was then that Corporal Thomas fired the first British shot. Immediately afterwards the Dragoons took part in a wild charge, in which they scattered and put to rout the Uhlands and German Hussars. They were not stopped until they came up against a screen of rifle fire from German troops stretched across the road. In the charge they captured prisoners and thus claim the honour of being the first British soldiers to take German prisoners during the war.

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